

FOR 125 YEARS

Cycling

WEEKLY

Established 1891

Thursday January 28, 2016

**British
riders
win in
New Zealand**



Wireless SRAM

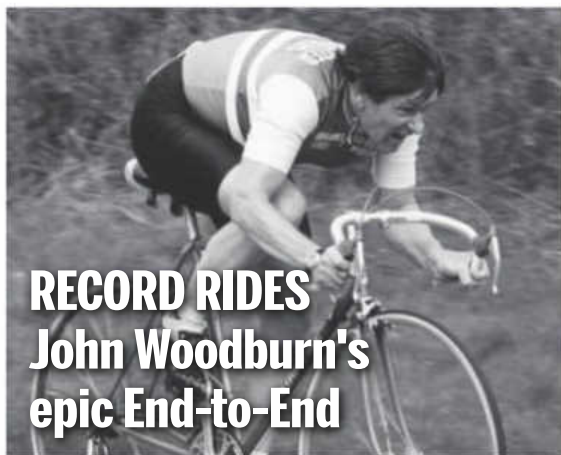
Exclusive
first UK test

12 riders
to watch
in 2016

How
to beat
winter
colds



RECORD RIDES
John Woodburn's
epic End-to-End



**Latest products
tested: Giro, Castelli,
Garmin & Fizik**



**TT scene
rocked
by fresh
doping
scandal**



FREE **PowerBar**
PACK WHEN YOU BOOK
EIGHT WEEKS IN ADVANCE



48 RIDES
UP TO 3 ROUTE CHOICES

ROAD & MTB
FULLY SUPPORTED EVENTS

BE PART OF THE UK'S PREMIER SPORTIVE SERIES

EVENTS CALENDAR **PLAN YOUR RIDES** ✓

FEBRUARY

- **20th** Wiggle No Excuses, Cambridgeshire
- **27th** Wiggle Southern Rough Ride, West Sussex **MTB**

MARCH

- **5th** Wiggle Ashdown, East Sussex
- **13th** Wiggle Chalky Chaser, Wiltshire **MTB** **NEW**

APRIL

- **2nd** Wiggle Vale Velo, Yorkshire
- **9th** Wiggle New Forest Spring, Hampshire
- **10th** Wiggle New Forest Spring, Hampshire
- **16th** Wiggle Spring Saddle, Suffolk
- **23rd** Wiggle Ups and Downs, Surrey
- **24th** Wiggle Ups and Downs, Surrey

MAY

- **1st** Wiggle Wye Valley Warrior, Wales
- **8th** Wiggle Jurassic Beast, Dorset
- **28th** Wiggle Co. Durham Dynamo **NEW**

JUNE

- **5th** Wiggle Sussex Surrey
- Scramble, West Sussex
- **12th** Wiggle French Revolution, Dover-Calais
- **18th** Wiggle The Long One, West Sussex
- **19th** Wiggle South Downs Epic, West Sussex **MTB**
- **22nd** Wiggle Working From Home, Surrey
- **25th** Wiggle Chiltern Classic, Buckinghamshire

JULY

- **2nd** Wiggle Mendips, Somerset
- **10th** Wiggle MagnifiCat, Berkshire
- **16th** Wiggle Stratford Tempest, Warwickshire
- **24th** Wiggle Mega Meon, Hampshire

- **31st** Wiggle The Only Way, Essex
- **31st** Wiggle Hell of Hexham, Northumberland

AUGUST

- **6th** Wiggle Bournemouth, Dorset
- **7th** Wiggle Haywards Heath Howler, East Sussex
- **20th** Wiggle Yorkshire Tour, North Yorkshire
- **21st** Wiggle Cotswolds, Gloucestershire

SEPTEMBER

- **4th** Wiggle Northern Angel, Newcastle upon Tyne
- **11th** Wiggle French Le Tricolore, Dover-Calais
- **17th** Wiggle Steeple Chase, Cambridgeshire
- **24th** Wiggle New Forest 100, Hampshire
- **25th** Wiggle New Forest 100, Hampshire

OCTOBER

- **1st** Wiggle Ay Up, North Yorkshire
- **2nd** Wiggle South Downs 100, West Sussex
- **9th** Wiggle Forest Ranger, Staffordshire **NEW**
- **15th** Wiggle Exmouth Ex-terminator, Devon
- **23rd** Wiggle Circuit Breaker, Northamptonshire
- **29th** Wiggle Devils Punch, Hampshire
- **30th** Wiggle Royal Flyer, Norfolk

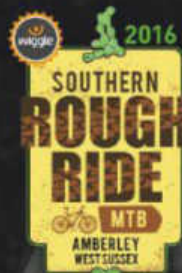
NOVEMBER

- **6th** Wiggle Hellfire Corner, Kent
- **12th** Wiggle Purbeck Hill-a-Saurus, Dorset **MTB**
- **13th** Wiggle Bitter Beast, Dorset
- **26th** Wiggle Fallen Leaves, West Sussex
- **27th** Wiggle Fontwell Freeze, West Sussex **MTB**

DECEMBER

- **4th** Wiggle Snowball Ride, Warwickshire **MTB**

EARLY **MUST-DO!** RIDES



SATURDAY 27th
FEBRUARY 2016

Epic **34 miles** | Std. **28 miles**
Based in the heart of the South Downs, this season opener explores all of the best descents in the area.



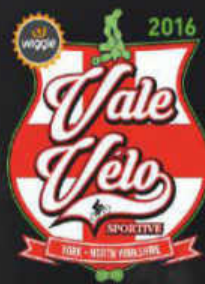
SATURDAY 5th
MARCH 2016

Epic **68 miles** | Std. **51 miles**
Take in some of Sussex's most beautiful unseen scenery on and up-and-down route that will push your legs to the limit.



SUNDAY 13th
MARCH 2016

Epic **31 miles** | Std. **21 miles**
Rich with a mixture of ancient drove tracks and winding descents and climbs.



SATURDAY 2nd
APRIL 2016

Epic **100 miles** | Std. **75 miles**
Short **51 miles**
A quick and speedy course, presenting to you some of the best views the Vale of York. A perfect early season ride to get you back to your best.



BOOK YOUR PLACES NOW!
ukcyclingevents.co.uk



#getoutandride Follows us @ukcyclingevents facebook.com/ukcyclingevents

Danger on the roads

The news of Giant-Alpecin's horrific training camp crash was a stark reminder of our vulnerability as bike riders. News of a car driving head-on into the group is disturbing for everyone from fans, to rivals and the media.

If you ride a bike you're used to traffic. Ride a few thousand miles in a year and thousands of cars will have overtaken you without you giving them a second thought. Incidents like the one in Calpe, Spain, last weekend bring home the danger that's always present on the open road.

Not that I want to make cycling sound dangerous — statistically you're in more danger as a pedestrian and the health benefits of cycling outweigh the risks. But that doesn't mean incidents such as this should be brushed off as an accident, or just 'one of those things'. Far from it.

It might be a twisted logic, but it seems more shocking when it happens to a pro team. Pro riders do a good job of making themselves look invincible, quickly getting back on their bikes after a crash or heroically riding through a Grand Tour strapped up in bloodied bandages. Aside from much greater fitness levels, and bike handling skills that are second to none, they are just like the rest of us. We hope they all get well soon.



Simon Richardson
Editor

Photos: Chris Auld, Andy Jones



SRAM Red eTap
reviewed, p36

Contents

NEWS

- 4 Giant-Alpecin in serious crash
- 6 Farrar's "crazy day" at TDU
- 8 SRAM releases wireless groupset
- 10 Canyon-SRAM link up with Zwift
- 12 First Brit wins of 2016
- 14 Katie Archibald column
- 16 Yates brothers' big plans

FEATURES

- 22 Record rides: John Woodburn's End-to-End
- 26 Riders to watch in 2016

TECH

- 32 Do you need a smart turbo?
- 34 Nine products road-tested
- 36 In-depth look at SRAM Red eTap
- 40 Our pick of overshoes

FITNESS

- 42 How to avoid colds
- 44 Keep moving all day long
- 48 My fitness challenge

RACING

- 60 Tour Down Under

REGULARS

- 18 Big question, plus your letters
- 50 Insider's guide: Battle of Bradfield
- 54 We ride with St Ives CC
- 59 Killer hill: Cairn Gorm
- 62 Race results
- 68 Doctor Hutch
- 70 Icons of cycling: Harry Hall Cycles

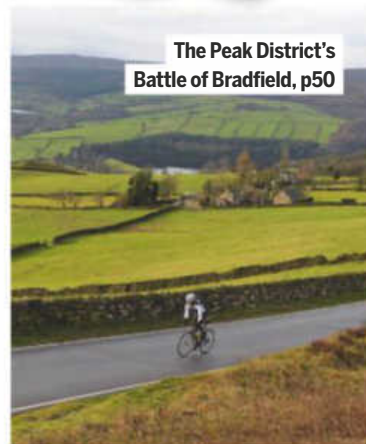


Avoid office
lethargy, p44

More great
products, p34



The Peak District's
Battle of Bradfield, p50





Giant rocked by Spanish collision

Degenkolb among injured in training camp incident

Sophie Hurcom

Six riders from the Giant-Alpecin team were hospitalised last week after a collision with a car at the team's training camp in Calpe, Spain.

Police in Alicante confirmed a 73-year-old British woman has been charged with imprudence and reckless driving, after colliding with the riders — including John

Degenkolb and Warren Barguil — last Saturday during a training ride.

Though the driver remained unnamed due to the ongoing status of the investigation, she is said to split her time living in Spain and the UK.

A statement from the German team on Saturday claimed: “During the training ride a car coming in the other direction rode into the group of riders head-on.

The riders were riding side by side on their own side of the road.”

Degenkolb, Barguil, Chad Haga, Fredrik Ludvigsson, Ramon Sinkeldam and Max Walscheid all required hospital treatment, with some needing surgery.

The 2015 Paris-Roubaix and Milan-San Remo winner Degenkolb suffered a fractured forearm and required surgery to reattach a finger; Frenchman Barguil,

Lucky escape

Giant-Alpecin's riders were considering themselves fortunate not to have come off worse after the crash at their team training camp in Spain last weekend.

Dutchman Ramon Sinkeldam, who broke a shoulder blade in the incident, described the scene as a "battlefield" while 27-year-old American Chad Haga posted on Twitter that he was "alive and have much to be thankful for".

Frederick Ludvigsson, whose younger brother Tobias was racing for the team at the Tour Down Under when they heard the news from Spain, said that it was a "shock that will sit for a long time".

A photo posted online on Saturday appeared to show the riders' bikes shattered after the crash, with one split in two, while riders from across the pro peloton and rival teams rallied around to post messages of support online over the weekend.

Although the team has yet to comment on how the incident will affect its season, the squad is likely to have to re-evaluate the upcoming Spring Classics campaign, where it won two Monuments with John Degenkolb last year.

Giant-Alpecin's road captain Koen de Kort, who was also racing at the Tour Down Under, told *CW*: "From what I hear, now at least four won't be racing for a while with broken bones. It's going to take a decent chunk out of the Classics group, that's for sure."

He continued: "I think it's really lucky, if you hear what happened, that no one from what it looks like now, has any lasting damage."

*Additional reporting from
Sophie Smith and Gregor Brown*



who finished 14th at the Tour de France last year on his debut, fractured a scaphoid with recovery said to be at least six weeks; while Walscheid fractured a hand and tibia. At the time of going press on Monday, four of the riders had been released from hospital, while Degenkolb and Haga — the latter who had surgery to neck and chin wounds — remain hospitalised for further treatment.

Team CEO Iwan Spekenbrink admitted

the team has been set back "some months", and the incident is likely to severely dent the team's hopes in the Classics this spring.

Elsewhere, Movistar rider Adriano Malori is said to be recovering well after being placed in a medically induced coma after crashing at the Tour de San Luis. The Italian time trial specialist suffered head injuries and a broken collarbone after the incident on stage five of the race.

MY VIEW...

Sophie Hurcom

Cycling Weekly news writer

"The season has just got under way, but we've already had three serious incidents — this one involving the Giant-Alpecin squad in Spain, Tyler Farrar at the Tour Down Under and Adriano Malori at the Tour de San Luis. Hopefully it's not a sign of things to come for the rest of the year."



Doping ban for tester Townsend

12-hour time trial champ gets four-year suspension

Chris Marshall-Bell

British time trialling was rocked by details of another anti-doping violation last week when it was announced that national 12-hour champion Robin Townsend, 46, had tested positive for the stimulant modafinil at the Burton and District CC 100-mile event last September.

Townsend (pictured) finished ninth in the event on September 5, 13 days after he'd become the national 12-hour champion.

The Team Swift rider, who has now left the Yorkshire club, was handed a four-year ban from UK Anti-Doping (UKAD), backdated to October 2015.

Claims of sabotage

Townsend is the second time triallist now serving a four-year suspension from all sport, after Andrew Hastings was banned in December having tested positive for the steroids metenolone and stanozolol in May last year. Gabriel Evans, the junior national 10-mile champion, is awaiting his sanction for using EPO.

In his hearing on December 1, Townsend claimed that his drink bottle was spiked at the race by a fellow competitor with whom he had a long-standing dispute. The panel rejected this explanation, stating it was "unsupported by evidence".

The alleged perpetrator has denied that he tampered with Townsend's drink. Townsend was unavailable for comment when contacted by *Cycling Weekly*.

Nick Sharpe, national secretary of Cycling Time Trials (CTT), told *Cycling Weekly*: "The fact that we have had two positive tests out of 44 carried out last year is concerning."

He noted that there was little financial gain to be made from cheating on the domestic time trialling scene.

UKAD said that "combating doping at amateur level presents a unique challenge to anti-doping organisations" and that it was "conscious of the increasing ease with which amateur sportspeople can obtain performance-enhancing drugs and as a result the increasing risk to all sports, at all levels."

It added: "We believe that many choose to take this path because they don't believe they will be tested or are not aware of the risks to their health from what they are taking, nor that it breaches the rules of the sport."

Mike Williams, spokesman for Team Swift, told *CW*: "Team Swift are an honest, clean team and its 80 members believe in all sport being clean and we are fully supportive of the work of UKAD."

CTT has said that there will be more anti-doping tests in 2016. "It is anticipated that the bulk of testing will remain at National Championship events but there will be more at grass-roots events," said Sharpe.

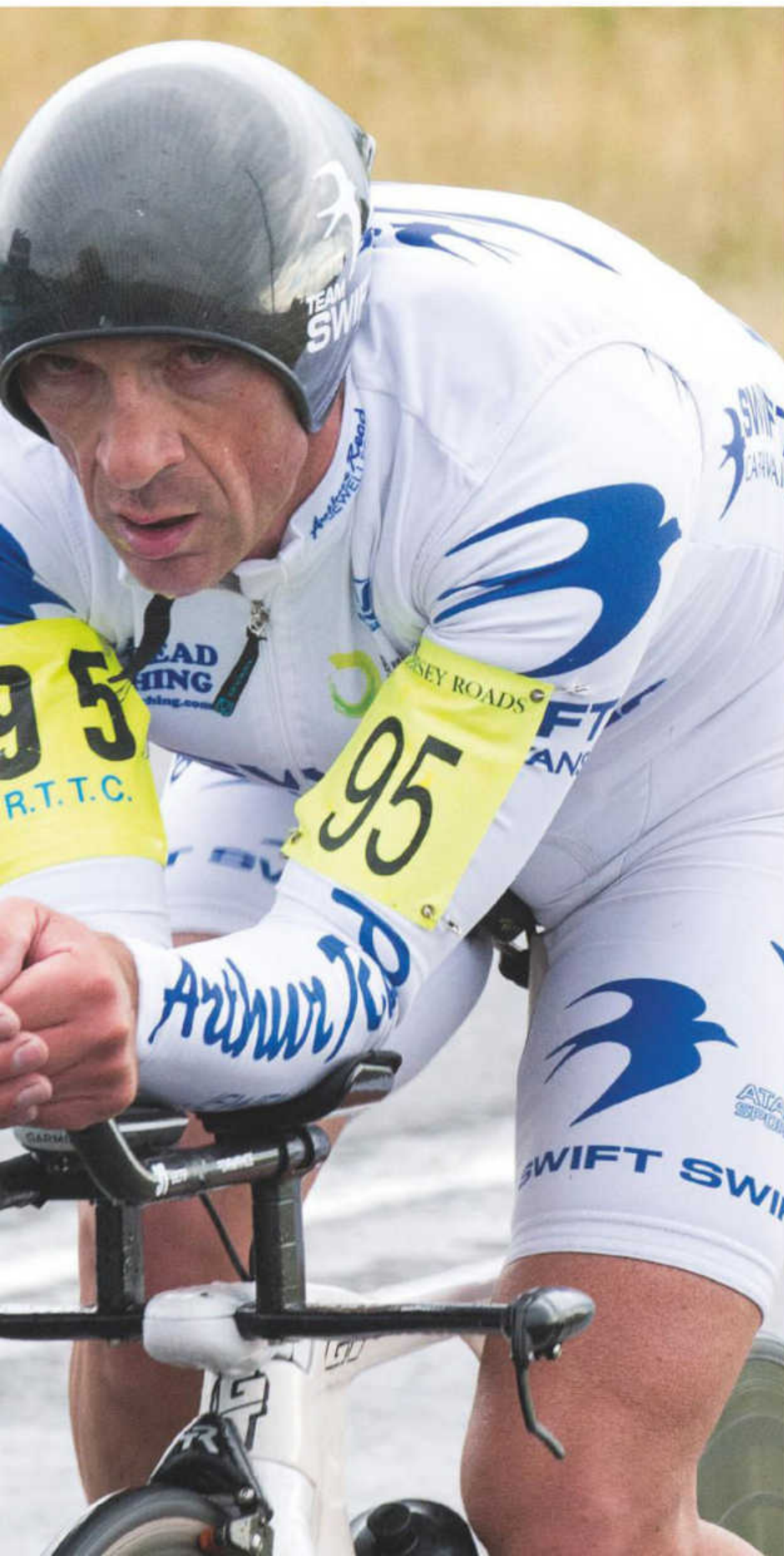
MY VIEW...

Chris Marshall-Bell

Cycling Weekly news writer

With three national championship medallists breaching anti-doping violations, last year was a calamitous period for domestic time trialling. Add that to the 'short course' fiasco that saw the BBAR change hands and 2016, one hopes, can only be better than 2015.





Borrowed bike saves the day for Farrar

Sophie Smith in Adelaide

Tyler Farrar caught a lucky break at the Tour Down Under, with a roadside fan and the good grace of race organisers sparing him from leaving the race prematurely.

Farrar (Dimension Data) finished the third stage of the Tour Down Under after riding around 10 kilometres on a bike and wearing shoes borrowed from a roadside spectator, after a high-speed crash on a descent left the American stranded.

The 31-year-old was bloodied after landing in a ditch but got back on his team Cervélo bike and began to ride only to discover his derailleur was broken.

Cycling enthusiast Anthony Tooman came to the rescue when Farrar realised his Dimension Data team car was ahead and neutral service was not in sight.

"It was a crazy kind of day," Farrar said. "I've been professional for 14 years, but this is the first time I've ever seen this."

Tooman, 42, had travelled from his native New Zealand to watch the race. In the right place at the right time, he asked Farrar if he needed a wheel before he loaned his De Rosa bike along with shoes that were compatible with the pedals.

"We could see him on the side of the road and asked, 'Do you need a wheel?' and he said, 'Nah, a wheel is not going to cut it,'" Tooman told the local *Advertiser* newspaper.

Farrar finished 13 minutes and seven seconds down and should have been disqualified, under UCI rules, for illegal assistance. However, the chief commissaire considered the situation an exceptional circumstance.

"This ruling respects the spirit of the sport," an official race statement read.

Farrar's team presented Tooman with a jersey, bibshorts and cap as a gesture of their gratitude.

Australian Simon Gerrans (Orica-GreenEdge) won stages three and four en route to the overall victory, a record fourth in the race.

■ See pages 60-61 for full race report.

SRAM's eTap wows WorldTour

“Game-changing” wireless groupset gets pro peloton approval

Chris Marshall-Bell

Ahead of its UK release in early February, SRAM's game-changing new wireless eTap groupset has received glowing endorsements from the WorldTour teams using it.

Six years in design, production and testing, the groupset — SRAM's entry into the electronic shifting market — is being used by Katusha and Ag2r La Mondiale this season.

The product's two major advancements are a secure wireless protocol called Airea which communicates between components, allowing cable-free shifting, and a departure from SRAM's trademark DoubleTap shifting.

Due to the wireless nature of the product, it can fit on to any frame and takes just 15 minutes to install.

“Wireless is so easy,” Juan Lujan, mechanic at Katusha, told *Cycling Weekly*. “It has made my life a lot easier. The riders like it because the shifting is really sharp, and I showed the mechanics from Dimension Data and they said this is a good invention and they would like it too.”

Géraldine Bergeron, SRAM's European road marketing manager, added: “What we hear from the teams we work with, and from our dealers and consumers who are waiting for it, is that this is a real game-changer. From the beginning, we wanted it wireless because it gives a lot of opportunities in terms of frame shapes.”

Allaying concerns about possible radio interference disrupting the groupset, Bergeron said: “We tested it intensively and we never had a problem.”

Several brands will stock bikes equipped with the groupset, including Canyon, Pinarello and Boardman.

The whole system will retail at £2,059, while just the electronic items are available for £1,180 if you want to upgrade your existing SRAM Red groupset.

Shimano is due to release its latest Dura-Ace product next week, but was unable to say if it was planning a wireless system, adding it is “continually refining and developing technologies and looking at what the future can be for the road bike”.

Campagnolo was similarly tight-lipped about its groupset plans, saying: “With regard to current or future projects, we cannot disclose anything.”

■ See page 36 for more.





Weekly column **Rob Hayles**



“I could get these columns in earlier than 2am the morning after deadline day, but hey, I like to keep everyone at CW on their toes”

As we approach the end of January, are your New Year's resolutions still going strong? Or are those (quite possibly) alcohol-driven decisions to stick to something getting harder and harder to live with?

Many around me, including some of my own family, chose to make plans to take a slightly different path for 2016. But I decided that change, even if it seemed a wise and healthy choice, would probably need to last much longer than this point in the year.

I could, I guess, have tried harder to eat less chocolate. But I tried that back in 2004: it's amazing what an impending Olympic Games can do to your state of mind. I should have promised myself to get out on my bike a little more than I do. However, so far in 2016, the weather hasn't been to my liking.

Not that it seems to have stopped many of you out there, yet that's my excuse, and I'm sticking to it. I could have also promised myself to get these columns in earlier than 2am the morning after deadline day, but hey, I like to keep everyone in the CW editorial team on their toes.

Moral support

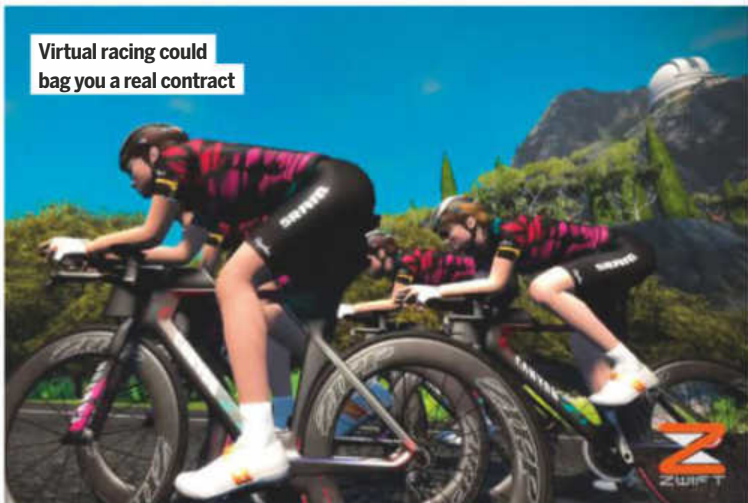
Instead, I decided to be a bystander and watch everyone else around me either fail miserably in their attempts or, hopefully in some cases, be there to encourage them all the way and pat them on the back during their journey to whatever it was that they had embarked upon.

I think that for many, myself included, that one way to improve one's chances of sticking to a plan is a little retail therapy. In the case of bike riding, this could be the purchase of a new bike, although that is quite a drastic move.

These days there are many things we can add to our 'ride' which could help encourage our weekly mileage count, from race guards to a heart rate monitor or full-blown power cranks. But please bear one thing in mind: while trying desperately to find new and exciting things to attach to your bikes, there were generations of cyclists not so long ago, who, in their attempt to go faster for longer found things they could unbolt and take off their bikes.

Former double world track champion, Rob Hayles is a pundit for TV and radio. He's also a coffee connoisseur and garden shed inventor

Virtual racing could
bag you a real contract



Canyon-SRAM in online talent search

New women's team uses Zwift to find potential racers

Owen Rogers

Are you a good enough rider to become a professional? In an innovative talent search, newly launched women's squad Canyon-SRAM will use online indoor training application Zwift to find a new racing star for 2017.

The competition — which begins in March — will assess entrants via a series of virtual tests, with the winner receiving a contract with the team.

"It's not something that has been done in cycling," sports director Beth Duryea told *Cycling Weekly*.

"When we started the team we wanted to challenge people and be forward and modern, looking at new and innovative ways and using technology. Zwift is data driven and controlled, so someone who has high numbers will be invited to participate in what we're doing."

The highly innovative idea highlights the fragility of the

women's sport, where many of the opportunities available to aspiring male professionals do not exist.

Numbers game

"We're not saying there are no pathways out there," continued Duryea. "There are federations and development programmes, but if you speak to a lot of women in the professional peloton, some have to find their own way. So why not use those people already on Zwift to find someone?"

However, the process will likely not just be decided online: it is understood finalists will be invited to the team's training camp this winter, where further tests will decide who gets the winner-takes-all prize.

Car manufacturer Nissan launched a similar programme to find a racing driver from PlayStation gamers in 2008; previous winners Lucas Ordóñez and Jann Mardenborough have both since competed at the Le Mans 24-hour race.

New Dave Rayner list

Tao Geoghegan Hart is among 27 riders to receive backing from the Dave Rayner Fund for 2016. The 20-year-old has been supported by the fund since 2014, while An Post-Chain Reaction riders Jacob Scott and Daniel Stewart are also included. Jessie Walker, who rides for Italian team Servetto Footon, is the only female on the list.

Nibali blames team-mates for 2015 Tour woes

Vincenzo Nibali has blasted his Astana team-mates for their performance at last year's Tour de France. Speaking at the Tour de San Luis, the Italian said, "I had the wrong team-mates at the Tour. I was giving instructions and the [riders] didn't listen." Nibali finished fourth in Paris last July, more than eight minutes behind winner Chris Froome.

Armitstead delays 2016 debut

Lizzie Armitstead's first outing in the rainbow jersey has been delayed, as her Boels-Dolmans team confirmed to *Cycling Weekly* the world champion will start her season at Omloop Het Nieuwsblad on February 27. Armitstead has raced at the Ladies Tour of Qatar the last two years, and it was thought she would debut the rainbow stripes there again next week.

Abraham calls off mileage attempt

Steve Abraham has abandoned his attempt to set the record for the most miles cycled in a year, after falling behind his targets. "I had a schedule to get the record and I'm just not doing enough," the British rider said in a video posted to YouTube. Abraham's first attempt was delayed last March after breaking his ankle in a collision with a moped. American Kurt Searvogel increased Abraham's target to 76,065 miles earlier this month.



O'Donnell sets women's Hour record

Australian Bridie O'Donnell set a new women's UCI Hour record of 46.882km in Adelaide last Friday, beating the previous mark set by American Molly Van Houweling in September by 608 metres. "Clearly I'm not the best track rider in the world, you saw that tonight, but it's much more about having belief in your ability, and in your consistency," she said.

zipvit+
sport.com

OFFICIAL NUTRITION PARTNER

TREK
FACTORY RACING

**SALE NOW ON
UP TO 25% OFF**

FABIAN CANCELLARA
Team Captain

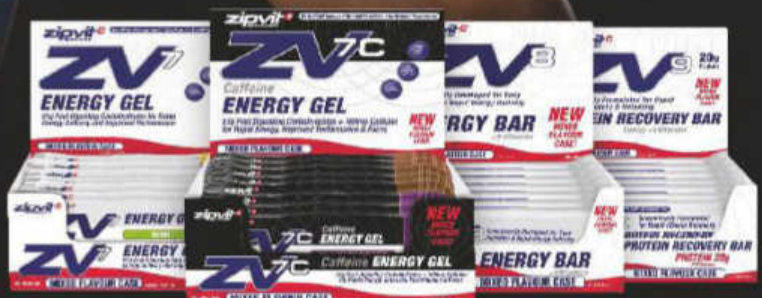


TREK
FACTORY RACING

**NEW MIXED FLAVOUR
CASES AVAILABLE
ON ALL BARS & GELS**



road.cc
performance rated
★★★★★



ORDER ONLINE AT WWW.ZIPVITSPORT.COM

Bennett on the up

Irish sprinter Sam Bennett is confident his challenging Tour de France debut last summer will serve him well in 2016.

The 25-year-old Bora-Argon 18 rider made it to within four days of Paris in his first-ever Grand Tour start, despite having been ill throughout.

Nonetheless, he bounced back to win two more races before the end of the 2015 season — taking his tally for the year to a career best of five.

"I think it was big step for me, to go that deep at the Tour and still have form at the end of the season," Bennett told *Cycling Weekly* from the team's training camp in Majorca. "I really learned how to control my efforts on the climbs, conserve energy and survive after hurting that many days in a row.

"The Tour de France makes one-day and weeklong stage races seem easy, as they go by so quickly. It doesn't give you a new pain threshold, but you seem to cope with stresses and pain better, which will stand me well for this year."

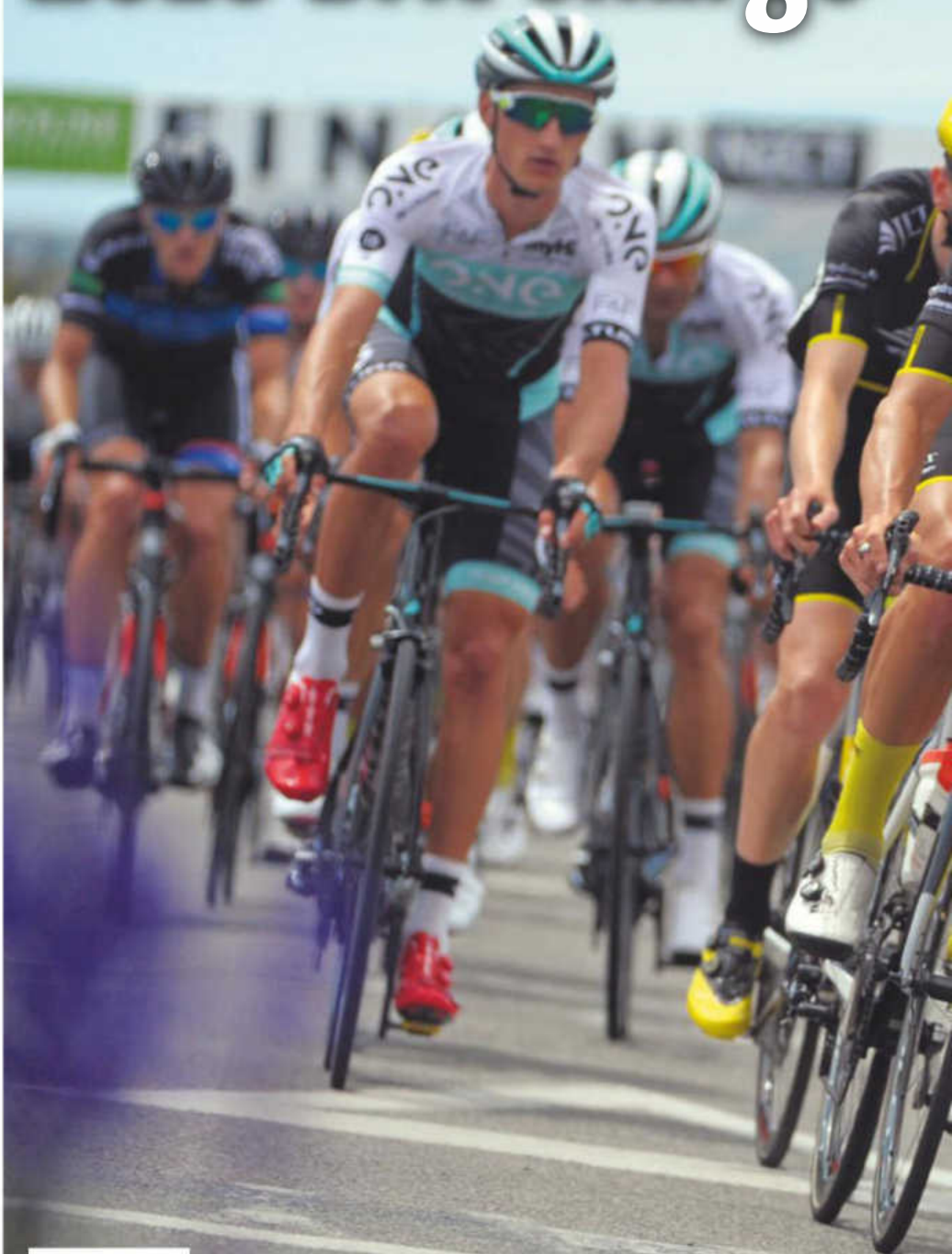
Bennett's programme will largely replicate his 2015 season — including an early-season visit to the Tour of Qatar (February 8-12), the scene of his first win of last year.

"You're always under pressure to get that early victory, and another one in Qatar would be good for my confidence, but you need to be in good shape for the race otherwise there'll be other riders dishing the pain out in your direction," he added.



Bennett: older
and wiser

Lawless heads 2016 Brit charge



JLT were the Cycle
Challenge driving force



JLT-Condor rider draws first blood in New Zealand

Nick Bull

Chris Lawless claimed the first British professional road victory of 2016 last week, as JLT-Condor riders past and present led the way at the New Zealand Cycle Challenge.

Lawless led a one-two for John Herety's squad alongside Kiwi Alex Frame after a bunch sprint in Wednesday's opening stage around Masterton, in the south of the country.

Kristian House, who spent eight seasons with the team before joining One Pro Cycling for this season, then claimed stage three from a breakaway group.

Now riding for the Australian State of Matter MAAP Racing Squad, another former JLT rider, Mike Cuming, completed the hat-trick of British wins in the five-day race with a solo success in Sunday's finale.

Nineteen-year-old Stephen Williams, a former Pedal Heaven rider who represented GB at last year's Tour de l'Avenir, placed third overall in the event after riding well in Saturday's finish atop the Admiral Hill climb. Cornish rider Steve Lampier placed fifth on GC; both are new JLT recruits for 2016.

"JLT has upped its contribution to the team, and we've got a stronger team on paper than we've had for a few years," Herety told *Cycling Weekly*. "It's nice to get that first win out of the way.

"But the really pleasing thing for me is that a teenager [Williams] placed third in a UCI race on pure ability. He couldn't fluke it; it was duked out on a climb.

"We knew he had some talent but it's nice to see it in action."

House's triumph is also One's first win in a UCI-ranked event; the race marked their first outing as a ProContinental squad. Kiwi rider James Oram finished fourth overall.

Team DS Matt Winston said: "We came with a goal of winning a stage and being in the hunt for the overall. That's exactly what we achieved. I can't fault the effort and it sets us up nicely for the rest of the season."



BC unveils new women's team

Eight-strong Team Breeze revealed

Sophie Hurcom

British Cycling unveiled the new women's Team Breeze squad last week, set up exclusively for riders on its Senior Academy endurance programme to race at home and abroad this year.

Made up of eight riders, including Emily Kay, Annasley Park and Danni Khan, the team will predominantly compete in domestic road races such as the Women's Road Series and the Matrix Fitness GP Series. However, as the team is not UCI registered, the riders will continue to race in national colours at international events.

Named after BC's Breeze programme, a scheme to encourage more women to get into cycling, the squad follows in the footsteps of Team 100% ME, launched in 2006, for riders on the men's endurance Academy programme.

"It's quite a good team identity," said Academy coach Chris Newton. "It's tied in with the girls coming back up to Manchester [the women Academy riders relocated from Newport in September], and the work we've already done with Breeze, really pushes forward female participation."

"It [such a set-up] worked really well with 100% ME for the men, it would have been too simple to do something that way so it was nice to think of something different, something fresh."

Megan Barker, sister of track world champion Elinor, said: "It's exciting to be in the big races as a team, with the girls I train with normally, but in a different kit. We've never been in a domestic team together, so now we race on the track together for GB and we can do the road as well."

Guest column

Katie Archibald



"Forward planning turns out to be the secret to a happy life after all, so give up on all your joy-seeking spontaneity"

Youth is wasted on the young. I finally understand what the saying really means: eight-year-olds don't know how good they have it. I'm 21 and in my old age I've grown a new appreciation for the life of an infant and all that fantastic structure they enjoy. I've started living the structured life myself, only I have the wisdom that lets me appreciate the glorious sense of wellbeing it brings.

Six weeks ago I ripped a ligament in my knee in a training crash and have since been put on a rehab programme. This means every Monday I see the Doc and he assesses my progress. Then we make a plan for the week, which includes my exercise and training sessions, treatment appointments and meetings with various members of 'the team'. I also have a food plan, which is easy because it's just a week template that I repeat. Friday steak night is my favourite.

So I just use my printed out planner as a map and navigate my way through each day without having to deal with the onerous task of decision-making. Result: 80 per cent of the time I feel amazing! Honestly, it sounds like a mental straitjacket, but it's more like a mental corset — it might seem uncomfortable at first but it keeps you all tucked in where you want and eventually your ribs (in my case, my mind) bend into the shape of the corset. Immense forward planning turns out to be the secret to a happy life after all, so give up on all your joy-seeking spontaneity.

Don't think I'm a freak, though. I still do lots of normal stuff that isn't in the plan. I lie still for hours questioning the meaning of (my now stupendously organised) life, the universe and everything just like the rest of you. But I'm telling you — schedule activities from 9am to 7pm and existential angst just won't fit into your day. Then you can be as happy as me.

Side note to finish on: has this ruled me out of selection for the Track Worlds at the start of March? I don't yet know. It's certainly put my chances in jeopardy. All I can do currently is chug away as best I can to get back to where I was, and then chug some more to get better than that to keep up with the current pace. A tricky but not impossible task.

Former swimmer Katie Archibald made a splash in cycling when she won her first team pursuit world title after just three years in the sport



**St. Andrew's
Hospice Sportive**

"loan yer bike"

Sunday 17th April 2016

80 & 50 MILE ROUTES AVAILABLE

REGISTER ONLINE AT

www.standreshospicefundraising.com/cyclesportive

WE'RE HERE TO HELP

If you would like help and advice on fundraising for St Andrew's Hospice, please contact – Bobby.Mason@standrews.scot.nhs.uk

LANARKSHIRE'S FIRST CLOSED-ROAD SPORTIVE

BRITAIN'S NEWEST CLOSED ROAD SPORTIVE

Mark Beaumont is our Event Ambassador and will be taking part in the sportive on the day.

The route passes through Lennoxtown, climbs over the classic Crow Road, meanders along the Carron Valley before plummeting down the Tak ma Doon Road into Kilsyth. Continuing towards Longriggend, Shotts and Allanton before turning back up to Jersey and Kirk O'Shotts, for the most part on quiet lanes and minor roads. Riders will then continue through Plains, Greengairs and on to the new finish at Broadwood Stadium, Cumbernauld.

Event Ambassador and Round the World Cyclist & Adventurer Mark Beaumont says:

"I am delighted to be leading out the inaugural St Andrew's Hospice Sportive – this is a fantastic route on some iconic stretches including Milton of Campsie and Crow Road. With over 5000 feet of ascent it will be a challenging event, but with closed roads... I have no doubt that this will be brilliant. Through the hard miles and camaraderie, everyone can also make a big difference to the people being looked after in Lanarkshire by St Andrew's Hospice."

The purpose of this event is to fundraise for the essential work of the St Andrew's Hospice which provides end of life care to patients who are suffering from cancer and other life-limiting illnesses. St Andrew's Hospice offer a wide range of support services to patients and their families to help them with the traumas and challenges they face. Each week, St Andrew's Hospice provide care to approximately 120 patients from communities in Lanarkshire. With your help, we can continue to provide care to those who need it.

EVENT PARTNERS



**St. Andrew's
Hospice Sportive**
"loan yer bike"



sustainable thriving achieving

East Dunbartonshire Council

www.eastdunbarton.gov.uk

Official Tour de France

Collectors Gift Bundle 2015

**DVD & BOOK TOGETHER
ONLY £50.00**

Chris Froome, history maker! At 7.37pm on 26th July 2015, the Team Sky rider became the first British rider to win the Tour de France for a second time. After three weeks of being attacked from all angles by rivals, journalists and even spectators, Froome fought his way to glory. Relive not only his victory, but Cav's vital sprint win, Sagan's green jersey success to Nibali's final attacks for the *maillot jaune* prize.

Order today the official Tour annual 2015 and the exclusive, extended three disc highlights DVD, and own a part of cycling history.



**DVD
£39.99
worth**

**BOOK
£20.00
worth**



ORDER YOURS TODAY!

Available from www.cyclingweekly.co.uk/shop

DVDs/Books/T-Shirts/Accessories
Cycling SHOP
WEEKLY 020 8726 8403 www.cyclingweekly.co.uk/shop

Full listings of our items are on our website or call 020 8726 8403 (Mon-Fri, 9am-5pm) All prices exclude Postage & Packaging



Quintana Jnr wins San Luis

There's a new Quintana in town as Movistar's Dayer Quintana won his first career stage race at the Tour de San Luis, in Argentina, while his older brother and team-mate Nairo also stood on the podium in third. The 23-year-old Colombian took the race lead on stage six, coming third on the mountain-top finish, before finishing comfortably in the bunch on the following day's final stage, to win by 20 seconds overall.

Yates twins' grand plans

Orica duo target stage races for 2016

Richard Abraham

It's a case of unfinished business at the Tour de France for Adam and Simon Yates as the pair eye up a return to the world's biggest bike race as part of an Orica-GreenEdge team with an increased focus in supporting their personal ambitions as leaders.

At the start of their third year in the professional ranks the twins have committed to the goal of improving in

stage races and are relishing the prospect of more support from their team at this year's Grand Boucle.

Simon, without a win since turning pro in 2014 but 11th on last year's final Tour stage to Alpe d'Huez, explained that the arrival of Spanish climbers Ruben Plaza Molina and Amets Txurruka plus strong Danish domestique Chris Juul Jensen pointed to the team's shift in focus towards the GC.

"At the moment we never

look too much at the GC or the big long climbs, so maybe this will be the one or two per cent which is going to tip the balance in our favour," he said.

Fixing targets

Adam, who took two top-10s in his debut Tour last year, explained that he would also prioritise taking his first stage win in 2016.

"It takes a lot of effort to go for GC, not just from me but from the team," he said. "I'll target stages and try and stay

up there [in the GC] as much as possible on my own."

Simon will start his season at Paris-Nice (March 6-13) while Adam will open at Tirreno-Adriatico (March 9-15).

Both have spent more time this winter working on their time trialling (Simon was testing at the Valencia track last week) with the long-term goal of improving in the GC at Grand Tours in years to come.

With their respective contracts with Orica both up at the end of the year, Simon



believed Orica remained the place to be, pointing to the fifth place of young team-mate Esteban Chaves at last year's Vuelta a España.

"I think we're going to have a strong team and if we can keep this core of guys together we're going to have some good times," he said.

Riding the Tour without the demands of a GC focus offers the perfect build-up to August's Olympic road race. However, Adam, who won the hilly one-day San Sebastián Classic last August after finishing the Tour, stressed

that he was unproven over the Olympic distance of 270km.

"San Sebastián was 230km but it's a big difference to 260km, it's basically another hour on top," he said. "From what I've heard it could be a course that suits me. I'd go there with good form, come out the Tour, uninjured and ready to go."



2016: a huge year for the Yates twins

To do this week...

Get Tickets for 'Around the world and back to Scotland', Elgin, Saturday February 27

Adventurer and record-breaking ultra cyclist Mark Beaumont is hosting a special talk discussing his exploits of riding 18,000 miles around the globe to his latest feat, riding the length of Africa in 42 days. Elgin Library, IV30 1HS. 2.30pm, £7.50. po.st/BeaumontTalk

Beaumont's epic story unfolds in Elgin, Feb 27



Ride Edware RC Centurion reliability ride, Sunday February 7

One of six events in the Chiltern Classic Series, this reliability ride heads out of Hemel Hempstead, taking in the lanes of Bedfordshire and Buckinghamshire. Described as: "a sporting course with good climbs", the pick of which is a two-mile long climb from Ivinghoe Aston to Beacon Hill. Riders can enter online or on the day. Choice of 100 or 45km. HQ: Nash Mills Recreation Centre, HP3 9TE. 9am, £12. po.st/EdwareRC

Enter High Peak Hog, Sunday May 8

There are only 300 spaces on this tough Peak District sportive, which features ascents of Holme Moss and Snake Pass among its 10 categorised climbs. The longer route of 83 miles clocks up to 9,000ft of climbing; a 50-mile route is also available. HQ: Glossop Cricket Club, SK13 7AS. 8.30am, £27. po.st/HighPeakHog

Race Woolly Mamil Series, Stourport, Saturday January 30

In the third race of this four-round series, the Stourport closed circuit will host seven events during Saturday's meeting. Created to support the development of grass-roots and women's racing, there is also an E/1/2/3/4 men's race. "It's a very popular event: we had 166 riders at the first race day," organiser John Ireson said. HQ: Stourport Sports Club, DY13 8BQ. 11am, £10 online (£12 on the day). po.st/WoollyMamil

THE BIG QUESTION

What are your top tips for safe and warm winter riding?

Proper layering. Keeping your core warm is essential. Invest in a good pair of gloves, shoe covers, windcheater and beanie. And smile! Smiling always keeps you warm.

Sharon Castle

Don't overdress. Being on the cold side early in the ride, in my limited experience, is better. I layered up on my first winter ride and was solidly sweating about a quarter of the way (six-ish miles) into it.

Kevin Parker

Pre-warmed shoes with Li'l Hotties [heat packs] in each under toes, and bootie covers. Li'l Hotties in each glove between back of hand and glove. Balaclava. Light pad shorts/knickers under winter bib-tights (crotch protection), triple layers on top with high-vis yellow wind and/or rain jacket. Cover all exposed skin.

Tom Murphy

Set my bike next to the fireplace and have a cup of coffee.

John Kubus

I try my best to keep dry. Overshoes, waterproof jacket and gloves are necessary with some lightweight, waterproof trousers and helmet cover in a waterproof cycling backpack. Not overdoing the layering helps too.

Stephen Walsh

Turbo-trainer in a heated garage.

Mick Chambers

If you must go out, just like skiing, it's all about layering and quality breathable fabrics. However, I am sticking to the turbo and TrainerRoad this winter after falling on black ice and damaging my rotator cuff last winter.

David Whiteman



Correct layering, for certain. Keeping head, hands and feet warm is essential. And definitely not shorts. Not in January. And I still see it. Sheer madness.

Malcolm Trueman

I have circulation issues so really get numb feet. My solution is a five-pronged attack of Deep Heat, toe-warmers, thick walking socks, oversized winter boots and neoprene over-boots. A front mudguard makes a big difference as well in the wet.

Jason Jones

Move to Cairns. Never a cold winter.

Gayle Debra

Be safe: use two rear LED lights, as the cold can degrade batteries very quickly on long rides (good to have a back-up).

Putting some reflective material on the back of the helmet helps. Clean your brakes after every outing, as grit can degrade the braking surface on the wheels. Deflate your tyres after every ride and reinflate them before a ride to make tubs (or inner tubes) last longer. For warmth, use a tube-scarf under thermals as a last-resort barrier against wind. Get an Ass-Saver mudguard: easy to install, no fuss and you will avoid the worst of water on your back if you hit puddles.

Edoardo Ferrari

Next week's big question...

What more can pro bike racing do to attract big-name sponsors?
Reply to us at cycling@timeinc.com or at www.facebook.com/CyclingWeekly

Letters

Letter of the week
wins a Lazer O2
helmet worth £69.99



Christmas treat

STAR
LETTER

Great double issue to relish over Christmas. Great pictures of our beloved Mr Tom, some I've never seen before.

It's a great pity that he and Beryl Burton were never able to feast on all the British achievements they helped pioneer and inspire.

Great feature on Yorkshire lass Lizzie Armitstead from just down t'road, and also a great feature on 'Flying Scot' legendary cycles — more of this type of article please.

However, not so great news of dope cheats in the amateur ranks after all that cycling has been through. Are they really that stupid?

Peter Abel, Leeds

Devon delight

I was intrigued to read in your '101 things to do in 2016' feature (*CW*, Jan 7) that it suggested racing in France, specifically the Prix des Jumelages — which I set up more than 40 years ago.

In the early 1970s Totnes and Vire determined to set up a twinning link. As the cycling club nearest to Totnes, the Mid-Devon Cycling Club asked to go along on the exploratory trip. We met up with representatives of the Vélo Club du Bocage and found a lot of common ground.

They invited us to send over a team for the following year's race and we invited them to come over for the initial Totnes-Vire stage race.

This has continued ever since and when we go to Vire we are

treated like royalty and our hosts can never do enough for us.

As a club we have the honour of having more individual winners than any other club — including French clubs — and we have also taken the team prize on occasions.

Perhaps more importantly it has often been the first time that our members have tried Continental racing and it has inspired them to greater ambitions.

The Prix des Jumelages is open only by invitation from the Vélo Club du Bocage. On occasions they have extended this to other local clubs and also to a South West Regional Team, who faced a Calvados Select.

Here's to September 2016 and many years more.

Ken Robertson,

Mid-Devon Cycling Club

Black thoughts

A friend who lives in France and returned home for Christmas was very surprised, as am I, to see the number of cyclists who wear black or mainly black tops.

Is it the fashion to wear black or is it to match the growing number of black carbon frames?

Or maybe it is the Team Sky effect to wear mainly black kit?

It seems to me that by wearing black kit cyclists are invoking some sort of death wish, and in the event of an accident when the other party/car driver might say, "Sorry, I didn't see you," it could lead to mitigating circumstances for the motorist in the resultant insurance case.

Pete Williams, Janus Road Club

SAVE
50%!

Subscribe to *Cycling Weekly* and get 50% off the cover price! Call 0845 676 7778 or subscribe online. See pages 20-21 in this issue for details

SUBSCRIBE NOW!

CYCLING WEEKLY, TIME INC. (UK) LTD

CONTACT US

cycling@timeinc.com | 020 8726 8453
9th floor, Leon House, 233 High Street, Croydon, CR9 1HZ

Editor: Simon Richardson

Acting deputy editor: Hugh Gladstone

News writers: Nick Bull, Richard Abraham, Sophie Hurcom

Acting fitness editor: David Bradford

Fitness writer: Paul Knott

Tech editor: Symon Lewis

Tech writers: Oliver Bridgewood, Henry Robertshaw,

Hannah Bussey, Paul Norman, Christopher Hovenden

Editorial: Jocelyn Mack, Laura Hicks, Anna Richardson,

Simon Smythe, Chris Marshall-Bell

Production editor: Daniel Thomas

Chief sub editor: James Shrubbsall

Deputy chief sub editor: Jonathan Emery

Sub editor: Rob Hoyle

Group art editor: Daniel Baines

Deputy group art editor: Ben Smith

Senior designers: Kevin Sharpe, Steph Tebbott

Photographers: Christopher Catchpole, Daniel Gould,

Andy Jones, Graham Watson

Picture editor: Jason Hardy

Content director: Simon Collis

Web editor: Nigel Wynn

Assistant web editor: Richard Windsor

Web writers: Stuart Clarke, Jack Elton-Walters

Senior videographer: Thomas Ellis

Videographer: Andrew Daley

CW SHOP: 020 8726 8403

ADVERTISING

TEL: 020 314 THEN EXTENSION...

...82504 Head of market: Robina Shahid

...82613 Brand manager: Leshna Patel

...82608 Digital brand manager: Martin Goss

...82694 Ad production: James Wise

Advertising fax: 020 8726 8294

Advertising email: leshna.patel@timeinc.com

Marketing manager: Natalie Hicks

Marketing executive: Victor Alway

Events executive: Dawn Brooks

Marketing designer: Mike Rawley

PA to publishing director: Martine Derwish

Publishing director: Steve Prentice

Group magazine editor: Garry Coward-Williams

Managing director: Oswin Grady

26,273 

Cycling Weekly ABC, Jan-Dec, 2014 (print & digital)

Subscriptions hotline (0844) 848 0848

Email ipcsubs@quadrantsubs.com

Or subscribe online at... www.cyclingweekly.co.uk

SUBSCRIPTION RATES (for 51 issues, including postage)

£156.25 inside the UK; €294.90 Europe; USA \$384.20; Rest of World £251.79 Send orders and correspondence to: Oakfield House, 35 Perrymount Road, Haywards Heath, West Sussex RH16 3DH. Cheques payable to Time Inc (UK) Ltd.

BACK ISSUES:

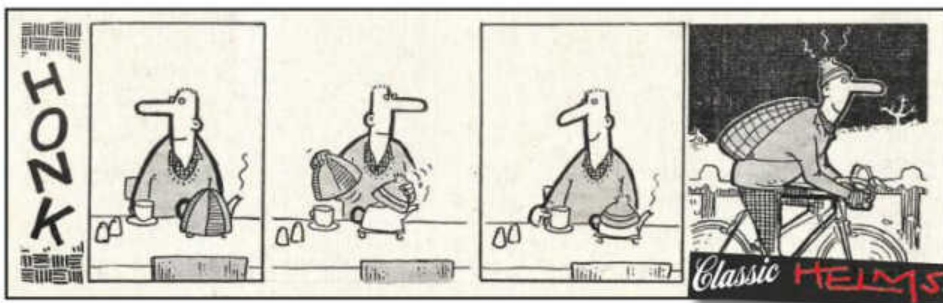
John Denton Services, Unit 6, Viking Trade Park, Newark Road, Peterborough, PE1 5GE Tel: 01733 688 964, www.mags-uk.com/Publisher/TimeInc

Cycling Weekly, 0011-4316, is published weekly by Time Inc. (UK) Ltd, Blue Fin Building, 110 Southwark Street, London, SE1 0SU, England. The 2015 US annual subscription price is \$384.20. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica, NY 11431. US Postmaster: Send address changes to Cycling Weekly, Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Time Inc. Blue Fin Building, 110 Southwark Street, London, SE1 0SU, England. Air Business Ltd is acting as our mailing agent.

Registered at the Post Office as a newspaper. Printed in the UK by the Polestar Group. Distributed by Marketforce (UK) Ltd., a Time Inc (UK) Ltd company, 2nd floor, 5 Churchill Place, Canary Wharf, London E14 5HU

CONDITIONS OF SALE AND SUPPLY This periodical is sold subject to the following conditions, namely that it shall not, without the written consent of the publishers first being given be lent, resold, hired out or otherwise disposed of in a mutilated condition or price in excess of the recommended maximum price shown on the cover and that it shall not be lent, resold, hired or otherwise disposed of in a mutilated or any unauthorised cover by way of Trade or affixed to or part of any publication or advertising, literary or pictorial matter whatsoever.

© Time Inc (UK) Ltd. 2016 ISSN 0011 4316. No. 6383



Johnny Helms was *Cycling Weekly's* resident cartoonist from February 1946 until November 2009.

Time Inc.

ORDER FORM

Post the completed order form to:

FREEPOST RTKA-YLJG-HAAK, Time Inc. (UK) Ltd, Rockwood House, 9-16 Perry Mount Road, HAYWARDS HEATH, RH16 3DH. (No stamp needed)

YES! I would like to subscribe to **Cycle Weekly** saving 50%

☐ UK 6 monthly Direct Debit – pay only **£38.99 every 6 months, SAVING YOU 50% (full price £78.13)**

TOP OFFER

☐ UK 2 years (102 issues) cheque/credit or debit card – pay only **£156.25, saving 50% across the two years (full price £312.50)**

☐ UK 1 year (51 issues) cheque/credit or debit card – pay only **£78.99, saving 50% across the year (full price £126.25)**

YOUR DETAILS:

Mr/Mrs/Miss/Ms:

Forename:

Surname:

If you would like to receive emails from Cycle Weekly and Time Inc. (UK) Ltd containing news, special offers, product and service information and, occasionally, take part in our magazine research via email, please include your email below.

Email:

Address:

Postcode:

Home Tel. No: (inc area code)

If you would like to receive messages from Cycle Weekly and Time Inc. (UK) Ltd containing news, special offers, product and service information and, occasionally, take part in our magazine research via your mobile, please include your mobile phone number below.

Mobile:

Date of Birth:

DD MM YYYY

GIFT SUBSCRIPTION:

Mr/Mrs/Miss/Ms:

Forename:

Surname:

Address:

Postcode:

CHOOSE FROM 3 EASY WAYS TO PAY:

1. CHEQUE

I enclose a cheque/postal order for: £ made payable to Time Inc. (UK) Ltd.

2. CREDIT/DEBIT CARD

Please debit my: ☐ Amex ☐ Visa ☐ Visa Debit ☐ Mastercard ☐ Maestro (UK only)

Card No.

MM YY

Start Date (Maestro only)

Issue No. (Maestro only)

Expiry Date

Signature:

Date:

(I am over 18)

3. DIRECT DEBIT: To pay £38.99 every 6 months by UK Direct Debit, please complete your details below:

PAYMENT DETAILS – DIRECT DEBIT

Instruction to your bank or building society to pay by Direct Debit. For office use only: Originators Reference – 764 221



Name of Bank:

Address of Bank:

Postcode:

Name of Account Holder:

Sort Code:

Account No.

Instruction to your Bank or Building Society Please pay Time Inc. (UK) Ltd Direct Debits from the account detailed on this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Time Inc. (UK) Ltd and if so, details will be passed electronically to my Bank or Building Society.

Signature:

Date:

(I am over 18)

Offer closes 2nd February 2016. Offer open to new subscribers only. Direct Debit offer is available to UK subscribers only. Please allow up to six weeks for delivery of your first subscription issue (up to eight weeks overseas). The full subscription rate is for 1 year (51 issues) and includes postage and packaging. If the magazine ordered changes frequency per annum, we will honour the number of issues paid for, not the term of the subscription. For full terms and conditions, visit www.magazinesdirect.com/terms. For enquiries from the UK please call: 0330 3330 233, for overseas please call: +44 (0)330 3330 233 or e-mail: magazinesdirect@quadrantsubs.com. Cycling Weekly, published by Time Inc. (UK) Ltd, will collect your personal information to process your order. Cycling Weekly and Time Inc. (UK) Ltd would like to contact you by post or telephone to promote and ask your opinion on our magazines and services. Please tick here if you prefer not to hear from Time Inc. (UK) Ltd ☐ Time Inc. (UK) Ltd may occasionally pass your details to carefully selected organisations so that they can contact you by telephone or post with regards to promoting and researching their products and services. Please tick here if you prefer not to be contacted ☐ Time Inc. (UK) Ltd who publish Cycling Weekly would like to send messages to your mobile with offers from carefully selected organisations and brands, promoting and researching their products and services. If you want to receive messages please tick here ☐ Time Inc. (UK) Ltd would like to email you with offers from carefully selected organisations and brands, promoting and researching their products and services. If you want to receive these messages please tick here ☐.

CODE 51E

JANUARY

SALE



Launched in January 1891 *Cycling Weekly* has been in constant publication for the last 125 years. As the world's oldest cycling magazine we have seen, and documented, a lot of changes over the generations. From

the inaugural Tour de France in 1903 to the introduction of disc brakes in 2015 we've been there to make sense of the world of cycling for our readers. It's something we continue to do with unrivalled race coverage, news, expert opinion, fitness advice and equipment reviews. In our 125th year we will remain at the very heart of British cycling culture. We'd love you to join us by becoming a subscriber.

Simon Richardson, Editor

0330 333 4555

Quote code: 51E

7 days a week from 8am to 9pm (UK time)



*The digital version comes free with the print edition of your subscription and is available strictly on a trial basis. Time Inc. UK Ltd reserve the right to withdraw free access to the digital version at any time. **The Rewards scheme is available for all active print subscribers of magazines published by Time Inc. UK, free of charge. Digital subscribers also get access as long as the subscription has been purchased directly through the publishers at magazinesdirect.com. Full terms and conditions are available at mymagazinerewards.co.uk. For enquiries contact rewards@quadrantsubs.com or call 0330 333 0233 between 08.30am to 17.30pm (GMT) Monday to Friday.

SAVE 50%

when you subscribe to Cycling Weekly today!

Your full subscription package includes:



&



&

NEW!
Monthly extras.
Exclusive to
subscribers.

Rewards

Subscribe today and join Rewards for free to get even more from your magazine. Handpicked offers, unique giveaways and unmissable prizes.

Join Rewards at cyclingweekly.co.uk/rewards

Home delivery

iPad/iPhone edition *

Subscriber rewards **



Subscribe online at
cyclingweeklysubs.co.uk/51E



Complete
the coupon
opposite

THE DIRECT DEBIT GUARANTEE: This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits - If there are any changes to the amount, date or frequency of your Direct Debit Time Inc. (UK) Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request Time Inc. (UK) Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request. - If an error is made in the payment of your Direct Debit, by Time Inc. (UK) Ltd or your bank or building society you are entitled to a full and immediate refund of the amount paid from your bank or building society - If you receive a refund you are not entitled to, you must pay it back when Time Inc. (UK) Ltd asks you to - You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

Feature

NEW
SERIES

Record rides

John Woodburn's End-to-End, 1982



Simon Smythe talks to the Eighties hardman about his epic End-to-End feat

“The old man’s back,” John Woodburn announced to the ragtag army of helpers, friends, sponsors, journalists and Road Records Association officials who had followed him for 848 miles over the last two days and two nights.

Journey’s end for the weary but jubilant group was the faded lounge of the John o’ Groats House Hotel, a wedding-cake-like Victorian folly whose whitewashed Baronial towers and crenellated battlements had failed to protect the resort against a gradual decline in visitor numbers to mainland Britain’s most north-easterly point.

The date was August 15, 1982. It was just after seven o’clock on a Sunday morning. The years may not have been kind to the hotel whose desolate car park hosted the finish line, but its VIP guest seemed immune to them. At 45 Woodburn had just become the oldest ever breaker of the Land’s End to John o’ Groats record. Victory was all the sweeter because the previous year he had tried and failed to break the record and a newcomer, Mick Coupe, had sneaked in and set a new mark. In an awe-inspiring display of speed, strength, determination and bad temper, Woodburn sliced 96 minutes from Coupe’s time.

This was a moment for Woodburn to savour. His ankles had swollen painfully — a flare-up of an old Achilles tendon problem — forcing him to abandon his plan to remount his blue Stan Pike bike and take the 1,000-mile record, but he

didn’t care. He was happy with what he’d done, but he didn’t smile because John Woodburn doesn’t smile — he just glowers slightly less.

The old man was back and he wasn’t going away any time soon. Woodburn’s record stood for 14 years, until 1996, when Andy Wilkinson stole it by just 57 seconds, and the current time of 44 hours, 4 minutes and 20 seconds, set by Gethin Butler in 2001, is barely an hour faster.

Tireless competitor

Only now, at nearly 79, is Woodburn thinking about hanging up his wheels. His career started a long, long time ago. He won the National 25 in 1961, aged 23, the first to win a championship on gears rather than on a fixed wheel. Two years later he raced on the other side of the Iron Curtain for a Great Britain team in the Peace Race, where he finished 14th. In 1978 he became the first over-40 veteran to win the British Best All-Rounder competition and in 1981 he beat the Bath-and-back record. He was still breaking records in time trials into his 60s — he rode a 51-minute 25 at the age of 63, a record still unbeaten. At 73 he rode a 21-minute 10, another one that still stands. Perhaps that’s why when you ask him now, Woodburn doesn’t consider his 1982 Land’s End-John o’ Groats record to be one of his standout rides.

Woodburn is brutally honest when he describes how the End-to-End came about. At the time Manchester Wheelers was more than just a club. Its sponsor, steel magnate Jack Fletcher, who recruited the best time trialists in Britain regardless of where they lived, ran it as a business. It was Fletcher’s idea for Woodburn to attempt the End-to-End. Woodburn, however, wasn’t so enthusiastic.



“I’ve done so many different things that I could have just said, ‘I’m not doing that — I’ve got better things to do than sit on a bike for two days,’” he says. “But it was the number-one thing to do. I was getting bloody old and I just wanted to get rid of the thing.”

Woodburn speaks in a gruff Brummie hybrid that splices in the elongated vowels of the West Country. Born and raised in Birmingham, he followed his father to Berkshire where he spent his non-cycling career working as an engineer for the Post Office.

Next he dismisses Lands End-John o’ Groats itself. “There’s not a lot to it. You can’t go too quick at the start,” he says.

However, as Woodburn concedes in Ray Pascoe’s film of the attempt, *Two Days and Two Nights*, he started training seriously on January 1, 1982, building to 60 miles each evening after work, then 100 miles on Saturday and another 100 on Sunday. When the racing season started he rode the longest local time trials on the calendar to build speed.

By the end of July 1982 Woodburn was ready — or “fairly fit” as he puts it. “You’ve got to be fairly fit but you don’t want to be bloody killing yourself. You’ve really got to make sure you can keep going and get to the other end, so it’s pretty simple really.”

The wind, however, did need to be blowing. By mid-August a strong enough south-westerly had got up so Woodburn and his team headed to Land’s End. ▶



Woodburn: took the End-to-End record at 45

Photos: Daniel Gould, CW archive

On the morning of Friday August 13 they were ready to go. The feed car, the silver Volvo 145 estate of Keith and Brenda Robins, was crammed full of food. Spare wheels and a spare bike were mounted atop two more cars, a red Chrysler Alpine and a gold Cortina Estate.

At around 10am timekeeper George Hunton checked his watches and the countdown began. Woodburn took up his position outside the front door of the Land's End Hotel beside a parked Wall's ice cream van and a blue Ford Escort. As the pusher-off balanced him, all went eerily still for a moment. The only movement was the rising and falling of the white horses in the sea behind. With 10 seconds to go Woodburn's wife Anne ran forward to zip up her husband's Manchester Wheelers wool jersey — a tender moment akin to a kiss for luck since Woodburn does not do soppy — and he was off, out of the saddle winding up a big gear, looking for all the world as if he was starting a 25-mile time trial on his local Maidenhead course.

Time trial pace

With the wind behind him, Woodburn actually was riding at time trial pace, covering the first 50 miles in two hours dead, despite holiday traffic at Penzance and losing his following cars. This caused him to miss a feed, which annoyed him and, to add to the confusion, a rainstorm had washed the labels off the spare wheels on the car roof. He was given a wrong wheel when he asked for a change for the early sharp gradients. For the flat sections he used a close-ratio straight



Old photos tell the story of a record ride

through block (a six-speed Maillard '13-up') with a bottom gear of 42x18, and for steeper hills he had a wheel with a 20-tooth sprocket. Fortunately then, as now, Anne managed to exert a calming influence on Woodburn.

In Pascoe's film, Anne Woodburn and Keith and Brenda Robins look efficient but relaxed. The big Volvo had been converted into a mobile larder and the tailgate lifted to reveal stacked baker's crates, with kitchen roll rigged on a length of bungee in the offside rear window and a gas stove in the nearside. The rear bumper doubled as a kitchen counter. Whenever Woodburn took one of his brief stops for a sit-down meal — the first 10-minute stop was near Tewkesbury at dusk on the first evening — a picnic blanket was already laid out on the verge, polystyrene cups full of mince and bidons for cold drinks stood in an orderly arrangement. Dry jerseys and shorts awaited and Woodburn was massaged vigorously while he stripped off.



The last 60 years of the End-to-End

1958 Dave Keeler	51hr 9min
1958 Reg Randall	49hr 58min
1965 Dick Poole	47hr 46min
1979 Paul Carbutt	47hr 23min
1982 Mick Coupe	46hr 39min
1982 John Woodburn	45hr 3min
1990 Andy Wilkinson	45hr 2min
2001 Gethin Butler	44h 4min

Facts

First formal attempt: 1886 George Mills 121hr 45min on a penny-farthing.

First under three days: 1908 Tom Peck 70hr 42min (stood for 21 years).



“Riding at time trial pace, Woodburn covered the first 50 miles in two hours”

close to divorce in the back of the car for two days while I was driving.”

The RRA rules forbade the feed car from overtaking its rider more than once every half hour. If the feed car or one of the others wanted to get ahead of the rider more often than that, it would have to take another route. These detours could result in frantic chases through back lanes in the dead of night. Former *Cycling Weekly* editor Robert Garbutt, who travelled with the Woodburn cavalcade, wrote in his report: “Former End-to-End trike record holder Pat Kenny (travelling with the support team) was a master of these detours on Woodburn’s ride and upset courting couples as he and his companions blasted down quiet country lanes late at night to get in front of their man and hand up drinks and sponges.”

By the evening of the first day Woodburn had already had enough of his prix fixe menu and decided to go

à la carte. He asked for fried fish. “So Keith and I found a fish and chip shop in Stafford,” Anne recalls. “But it was 10 or 11 o’clock on a Friday night and there was a queue. I went to the front and said, ‘Look, I’m really sorry but...’ and luckily the man in the chip shop had been listening to local radio and heard about the End-to-End. He said to the queue, ‘You’ll just have to wait because this person is very important.’”

“You get very bored with what you can eat on a bike,” interjects Woodburn. “You need to be able to eat going along and it’s not easy. Normally you don’t ride the bike all bloody day long and try to eat at the same time.”

Pass the brandy

Twenty-four hours in, Woodburn was at the start of the Lockerbie bypass having covered 494 miles — ahead of Coupe’s mark. At Blair Atholl, Woodburn passed the point where he had abandoned a year earlier, struck down by a virus.

At that point Woodburn was going through a rare bad patch during which he managed just 11 miles in 45 minutes. But for the team the back, if not the record as yet, had now been broken.

“He was still on schedule,” wrote Garbutt, “and on the long, straight climbs of the A9 he slowly recovered, topping 1,500 feet at 674 miles. Night clothes were put on hurriedly at 8.15pm as helpers were attacked by midges.”

For the final miles Garbutt reports that “a flask of brandy was given up”. Was that a good idea? “Well, I’d had every other bloody thing,” Woodburn retorts. “No it wasn’t,” insists Anne sensibly.

Nevertheless, Woodburn stayed awake, rode his bike in as straight a line as he could manage, swooped into the John o’ Groats House Hotel car park and screeched to a halt in front of the wall of the public bar with the record his by over an hour and a half.

Unlike the overcast, windblown start at Land’s End two days previously, which had given way to torrential rain, it was a crisp, blue morning. An armchair had been placed outside the front door of the hotel for Woodburn to recover in, and a tartan blanket was wrapped around his shoulders — a Highland laurel wreath for the godlike victor in an unimaginably arduous competition.

Thirty-three years on Woodburn grimaces at the memory. “I’ve always

The making of *Two Days and Two Nights*

“I don’t think the record had ever been filmed before,” remembers Ray Pascoe. “So I drove down to Land’s End with my girlfriend at the time and a 60mm cine camera with some film, and I filmed it wherever I could get in. It was very difficult because you had to play the game [RRA rules] — no overtaking.

“The day before he started I asked John if he’d just ride up and down the road in his racing kit for me so I could get some nice close-up shots as I wouldn’t get them once the actual attempt started. So he did, and I’ve used it in the film. Afterwards he was worried that people would think that was part of the attempt and that he’d get disqualified. That was the only time I could ask him to do something for me, as you don’t speak to a rider during the attempt.

“John was very pleased with the film. I showed it to him when I was cutting it. He came up to my Wardour Street office and he was very pleased it had been filmed, but nothing happened until I had decided how I would put the film together. I met a guy called Pete Dansie, who had ridden with Woodburn and Alf Engers. Dansie was a film editor and he came into my office when I was at Shepperton Studios and saw a copy of *Cycling Weekly* there and said, ‘Oh, are you into cycling?’ So I showed him the John film and he said, ‘Right, let’s put it all together and put it out on video,’ so we did.”

■ *Two Days and Two Nights* is available at www.bromleyvideo.com or via the *Cycling Weekly* shop.

tried to do the best I can, go as fast as I can,” he concludes. For him averaging just under 19mph for 848 miles was all in a day’s — or rather two days’ — work, but for the purist Woodburn’s End-to-End is the equivalent of Eddy Merckx’s 1972 Hour record. No aerodynamics, no scientific training or nutrition and certainly no drugs. Just a lightweight steel bike and sheer bloody-mindedness.

Woodburn, getting impatient and in any case too modest to hear any such blandishments, now wants to change the subject. “London to Bath and back, that was one I was happy with because it was Les West’s record...” he begins. ■



The stars of tomorrow

We look at the young talent tipped for WorldTour stardom

Sophie Smith

You may not see their names in the headlines this season, but today's neo and second-year professionals are tomorrow's star riders and hot property to WorldTour outfits. They'll be protected and developed in their formative years rather than thrown in at the deep end in the biggest races, but keep an eye out for them, as these are the riders set to light up the races in 2017 and beyond.

Cycling Weekly spoke to leading team managers, directeur sportifs and experts to find out who is likely to make an impression in future years.



Fernando Gaviria

Colombia, 21 | Etixx-Quick Step
Colombian neo-pro Fernando Gaviria is set to become cycling's next dream ticket, according to Etixx-Quick Step directeur sportif Brian Holm.

The 21-year-old secured a two-year deal with the Belgian outfit last February after he won two stages at the Tour de San Luis — at the expense of Mark Cavendish.

Gaviria proved the feat wasn't a fluke when he claimed a team and individual stage win at the Czech Cycling Tour and stage four of the Tour of Britain in September as an Etixx-Quick Step stagiaire.

"Fernando Gaviria is the new black, your dream of a new Porsche 911 and the biggest thing in cycling since Di2 and Rapha," Holm says. "A cultivated version of Cavendish, good-looking version of [Peter] Sagan, fast copy of [André] Greipel and all-rounder like [Paolo] Bettini."

As current world omnium champion, Gaviria may well ride the track at the Rio Olympics this summer. But 2016 has got off to a mixed start with a stage win ahead of world champion Sagan at the Tour de San Luis (pictured), before suffering a broken arm in a crash three days later.

Stefan Küng

Switzerland, 22 | BMC



Stefan Küng helped power BMC to their second consecutive team time trial world title as a rookie pro in 2015, further cementing his worth to the US-registered squad.

The 22-year-old finished his WorldTour debut with a gleaming report card and greatly impressed both general manager Jim Ochowicz and performance manager Allan Peiper. "He had a stellar season from a performance basis but more importantly he had a chance to gain experience at events such as Paris-Roubaix, the Giro d'Italia and the World Championships," Ochowicz says. "His many skills will carry him to numerous victories over the coming years."

"In 2015 alone he was world team time trial champion, world pursuit champion, WorldTour stage winner in the Tour of Romandy and took his first professional victory at the Volta Limburg Classic."

"He likes the pavé, can time trial like a rocket ship and pop off the front in an open road race and solo to victory. I like this guy!"

Küng was diagnosed with Epstein-Barr virus in December and was forced to suspend training. At the time of print it was unknown how much the diagnosis would affect the beginning of his season.

Magnus Cort

Denmark, 22 | Orica-GreenEdge



Magnus Cort didn't win a race in his first season with Orica-GreenEdge. However, directeur sportif Matt White has faith in his potential as a versatile sprinter and Classics

specialist. The 22-year-old flew under the radar as a rookie pro but equally wasn't overwhelmed by the bunch he joined in some of the biggest races, including Paris-Roubaix, where he finished 132nd.

"He's been bopping around there a lot and has made some really good development," White says.

"I know he's been training well over the winter and I expect him to step up in 2016."

Cort hails from Bornholm, a Danish island in the Baltic Sea, and has a background in mountain biking.

White was looking at under-23 results on a rest day at the 2014 Giro d'Italia when the wiry Dane caught his attention. Orica-GreenEdge worked quickly to gazump other interested parties and seal a three-year deal with the then unrepresented rider, who marked 11 wins with the Continental Cult Energy Vital outfit before he started as a stagiaire in August the same year.

"I think he's got a big future," White adds.

Mekseb Debesay

Eritrea, 24 | Dimension Data



Mekseb Debesay is calm in nature but aggressive and instinctive on the bike.

The 24-year-old will make his professional debut with newly minted WorldTour outfit Dimension Data

in 2016, having begun his cycling career on the roads of Eritrea, in north-eastern Africa, some 11 years ago.

"Mekseb is able to climb fairly well but it is his kick from small groups that has yielded most of his success," says team spokesperson Veit Hammer. "He has shown good consistency at week-long tours that exclude a time trial and any really big mountains. Events like the Tour de Langkawi or the Tour of Turkey can be good."

Debesay joins Dimension Data on the back of a stint with Continental outfit Bike Aid, for which he clocked 15 victories.

"Mekseb, a consistent performer on the African Continental circuit for the last three years, has always been on the team's radar," says Hammer. "In 2013 he was a member of our feeder team and after winning the UCI Africa Tour individual classification in 2014 he was selected as African cyclist of the year."

"He has spent the last year and a half in Europe racing and so we feel his results, coupled with his commitment to the sport, show it is the right time for him to join the professional ranks."

Ryan Mullen

Ireland, 21 | Cannondale-Garmin



Ryan Mullen is a burgeoning time triallist and talented track rider, but Cannondale general manager Jonathan Vaughters also believes the Irishman has a future as a

Paris-Roubaix contender.

Mullen first registered on Vaughters's radar when compatriot Dan Martin mentioned that the 21-year-old had broken the Irish 10-mile time trial record.

Vaughters watched closely after that as Mullen won his national time trial and road race championships in 2014 before finishing a nail-biting second to Australian Rohan Dennis at the under-23 time trial world titles in Spain the same year.

"He's a kid with a really big motor but he's still got a lot of puppy fat on him," Vaughters says.

"One way I try to look at talent is, 'OK, this kid is doing X, Y and Z in results as a 20-year-old, but can he continue to improve?'"

"Ryan, if you take off a couple of pounds and get his training a little more focused, could be world class."

Mullen got a taste of WorldTour racing as a trainee with Cannondale-Garmin at the end of last season.

Chloe Dygert

USA, 18 | Twenty16-Sho-Air



American Chloe Dygert showed promise on the junior race circuit last season and is tipped to do so again with the Twenty16-Sho-Air team in 2016.

The 18-year-old put her name

on the map in September, winning both the road race and time trial at the Junior World Championships.

"Dygert didn't just win the junior women's time trial and road race at the Worlds, she dominated," says Ella Cyclingtips editor Anne-Marije Rook. "She won the individual

time trial one minute and five seconds ahead of her compatriot Emma White, and in the road race crossed the finish line solo.

"Dygert also won the ITT and road race at the junior National Championships."

Toms Skujins

Latvia, 24 | Cannondale



Toms Skujins has fire in his belly after being surprisingly overlooked by WorldTour teams until now, according to Cannondale general manager Jonathan Vaughters.

The 24-year-old will make his WorldTour debut having spent the past five years racing for Continental outfits with whom he recorded podium and top-10 finishes at events like the under-23 Tour of Flanders and Tour de l'Avenir.

"I don't know how he got lost in the shuffle," Vaughters says. "If you look at his U23 results he clearly should have been picked up by a WorldTour team years ago."

Skujins gained commercial exposure when he won a stage of the Tour of California and finished eighth overall at the USA Pro Challenge with the Hincapie development team last year.

"He put himself back on the map in a big enough way that it made sense to take him on board," Vaughters says.

"He is very versatile and I think he's going to be a guy who can do well in a race like the Tour de France. I think he'll never feel too much out of his depth, whereas a lot can be world-class climbers or time triallists but can't handle the elements that only the Tour has."

Søren Kragh Andersen

Denmark, 21 | Giant-Alpecin



Søren Kragh Andersen has the mentality and physical versatility to grow into a Classics champion, says Giant-Alpecin directeur sportif Marc Reef.

Reef decided to sign the neo-pro

even before he stormed to two stage victories at the Tour de l'Avenir with the Continental TreFor-Blue Water outfit last year.

Kragh Andersen, the younger brother of Asbjørn, with whom he used to race, will be afforded his own opportunities in 2016 as well as being asked to support leaders in some of the Classics.

"As a team we are very curious to see how far he can come, and he will surprise us I think in the first year," Reef says.

"He's not going to do all the Classics but he will do some to get to know the parcours, the way of working in those races, and also so that he feels part of the team."

"In the first year we want him to do a varied race programme, so the windy races, the Classics, sprint races and WorldTour stage races with climbing — we want to look at his potential."

Reef says the 21-year-old can't be compared to new team-mate and Milan-San Remo and Paris-Roubaix champion John Degenkolb, and hopes to make his own mark on the pro scene.

"He's a guy who knows what he wants and he's also outspoken in that," Reef observes. "He really wants to win everything, it doesn't matter what. He's a winner and that's two things in which he's similar to John."

Jenelle Crooks

Australia, 21 | Specialized-Securitor



Australian women's cycling benefactor Rochelle Gilmore has high hopes for compatriot Jenelle Crooks.

The 21-year-old will compete for Specialized-Securitor on the Australia

domestic circuit but also again join the national team in Europe this year.

"This is an athlete I took to Europe for her first time ever in 2015 with the national development team and she was outstanding," Gilmore observes. "We will take her back to Europe in 2016 and throw her into Flèche Wallonne. She has a massive career ahead."

Gilmore describes Jenelle as a "good climber" and "lovely girl".

In 2015 she finished ninth at the Oceania Road Championships and was seventh overall at La Route de France, in which she also claimed the best young rider jersey.

Jack Haig

Australia, 22 | Orica-GreenEdge

Jack Haig is the only rookie pro on the books at Orica-GreenEdge this year after Robert Power was sidelined indefinitely with a bone condition.

Directeur sportif Matt White says the team won't pigeonhole the 22-year-old in 2016 — despite his already heralded climbing prowess — given he has not been road racing for that long.

"Jack grew up as a mountain biker so he still hasn't experienced a lot of the different facets of road racing. We'd like to give him a taste of everything and it can be a shock at times," says White.

Haig is due, on that note, to start the Ardennes Classics in 2016 but may also be afforded his own opportunities if warranted.

"One thing that we're not going to do is stunt the guy's development, so if he is overachieving then we will open up bigger races," White says. "I think Jack's a guy that could surprise us in what he actually does in 2016."





**THE NEXT
EVENT**

MOORS & SHORES

**3 APRIL
BOOK NOW!**

MAKE YOUR NEXT RIDE AN ADVENTURE



3 April • Moors & Shores North Yorkshire

15 May • Grizedale Grizzly South Lakes, Cumbria

10 July • Peak District Pioneer Bakewell, Derbyshire

18 Sept • Galloway Gallop Dumfries, Scotland

16 Oct • Lakeland Monster Miles North Lakes, Cumbria

UNLOCK YOUR ADVENTURE

**TRAILS, TRACK, GRAVEL, TARMAC
CROSS OR HARDTAIL? YOU DECIDE
MAKE ADVENTURE CROSS YOUR
CHALLENGE FOR 2016**

FIND OUT MORE & SIGN UP AT WWW.CYCLINGWEEKLY.CO.UK/ADVENTURE-CROSS

#ADVENTURECROSS

Official Partner



Should you buy a smart turbo-trainer?

Oliver Bridgewood investigates whether a smart turbo-trainer is really worth the money over a conventional one

If you are in the market for a turbo-trainer, should you buy a regular unit or a 'smart' one? Smart turbos feature computer control and either Bluetooth or ANT+ connectivity. This allows you to pair devices such as phones, tablets, and accessories such as speed and cadence sensors.

The resistance can be fluid, direct drive or magnetic like a regular turbo but will feature some degree of power measurement so you can quantify your workout.

Smart turbo-trainers cost around £270 for a basic unit and as much as £1,200 for the most sophisticated. For comparison, a basic non-smart turbo typically costs less than £100.

What does the extra outlay get you? Units such as the Tacx Neo and Wahoo KICKR use built-in power meters that take a direct measurement. They often offer a very quiet and more realistic ride feel. Cheaper smart trainer options like Tacx's

Satori Smart (£259) have fewer features, are noisier and offer algorithmic power, meaning your power output is estimated using computer software.

As assistant manager at JLT-Condor and a coach with TrainSharp, Dean Downing is no stranger to turbo-trainers: "I hate turbo trainers, but I did train a lot on a Wattbike during my racing career. Working as a coach, many of my clients work full-time and have families so they don't want to go out at 8pm in the dark and cold."

Personal preference

Downing adds that a turbo can be beneficial "if you need to do a structured quality training session and have limited time."

Asked if he would recommend the athletes he coaches purchase a smart turbo, Downing replies: "It ultimately comes down to personal preference. One of my clients uses a Wahoo KICKR and Zwift, while another trains with a Stages



Smart turbo-trainers could offset the ennui

power meter on a standard turbo. It's about breaking the boredom down."

Designed to make the most of apps such as Zwift and TrainerRoad, smart trainers have the potential to challenge the tedium that's often associated with conventional turbos. Zwift allows you to ride virtual reality courses in a multiplayer environment. Top end units such as the Neo can adjust the resistance you feel, to recreate the sensation of both ascents

Yes



Kurt Bogaerts

Manager of An Post-Chain Reaction

"If you can make training more interesting with virtual reality environments, then it can

make it more fun than just doing exercise.

By relating training to something in reality, such as a climb in the Tour, you can get much more motivation. It allows you to do really good quality training but with a better feeling than just being on a turbo because the problem is that it is really boring. A lot of An Post riders train regularly on turbos because the countries they are from have bad weather."

No



Alex Dowsett

Movistar

"It's about actually having your own plan for training properly on a turbo or

out on the road. I think our cycling world is heading increasingly towards just racing all the time with apps like Strava and Zwift. They are fun, don't get me wrong, but racing doesn't necessarily make you fit. To improve your racing you really need a structured training programme and then you'll see the benefits tenfold and be getting KOMs, QOMs and winning races for days."



and descents in these virtual worlds.

Professional rider Alex Dowsett told us: "Zwift set up the full shebang in my garage." But he added: "I'll always pick rain over indoor training. However just recently I've had a knee problem, so was advised to train on the turbo because I could stop quickly if I was in pain and the warm was better than the cold for my injury."

Dowsett admits the social aspect of apps like Zwift should not be overlooked. "Riding with people online does make time pass more quickly and you get goaded into upping the effort to be competitive.

"So if you can't ride outside then it's a very, very good substitute and it does provide something different."

Many smart trainers also allow you to create your own courses and ride simulations of real climbs and roads. If you are riding a gran fondo in the Alps, you can replicate the efforts of the climbs and descents in your own home — handy if you live somewhere flat.

OUR TAKE

Despite being seen by many as modern day torture devices, turbos are great for getting in short but high-quality structured training sessions around your other daily commitments. A smart turbo can make time pass more quickly and these sessions are less dull if you struggle with motivation. In addition, power data, including that from algorithms, provides feedback that can really improve the structure of your workouts.

If your lifestyle dictates that most of your training is turbo-based this can help justify the added expense of a smart trainer. However, if you want to take your turbo to races for warming up, factor in that many smart trainers require a plug socket.

HOT STUFF

Stans Avion Pro wheelset

There's a lot of technology in the new Avions: the all-carbon tubeless-ready clincher rims are extra wide at 21.6mm to support wider tyres for road, gravel and cyclo-cross use and aero too with 40.6mm depth and a U-shaped profile. They roll on Stans's own Neo Ultimate hubs, with 5° engagement and adaptors for quick-release or thru axles. **Contact:** www.paligap.cc **Price:** £1,895 **Test report:** March



Howies team LS Jersey

It seems the norm to go a little garish when designing cycle garments, but Howies like things to function while offering subtle styling for those who like understated apparel. The Team jersey is a race cut and super-fast wicking. **Contact:** www.howies.co.uk **Price:** £59.99 **Test report:** Feb



Specialized S-Works Sub6 shoes £250

Specialized claims the lace-up Sub6 is the lightest and most aerodynamic shoe it has ever made. The use of laces, rather than a Boa locking system, is said to provide better comfort and connectivity while reducing weight and volume. The American company suggests it's 35 seconds faster over 40 kilometres compared to its standard road shoe. **Contact:** www.specialized.com **Price:** £250 **Test report:** March



Giro Synthe MIPS helmet £224.99

Product of the week

With the tag line "a new era of performance and protection" Giro has added the MIPS (multi-directional impact protection system) to its popular Synthe model.

The MIPS includes a plastic sheath that sits on your head and is attached to the helmet shell by an elastomeric system (akin to elastic bands). By allowing the helmet subtle movement around the head, it is said to redirect impact energy, which could provide more protection. Irrespective of the MIPS (which adds £25 and 27g to the standard Synthe) this helmet feels pretty much as the original: aerodynamic, lightweight with decent cooling and a good fit. For the extra cost, the added protection system could give you extra peace of mind.

Christopher Hovenden **244g**
www.zyro.co.uk

9



MIPS provides extra protection

Garmin Varia Rearview Bike Radar bundle £239.99 (radar and display unit)

The rear light doubles as a radar to detect when a vehicle is within 140 metres; the display unit, that can show up to eight cars at a time, uses white dots to illustrate the relative speeds of approaching vehicles. Simultaneously the rear light's beam (constant or flashing) increases in intensity to attract the driver's attention. The radar fits securely to standard and aero seatposts, and the claimed battery life of four hours for the constant setting is accurate. Generally the system works well but without an audible alert you need to be looking down at the unit to see that a car is behind you. An alternative is to buy the radar (without display unit) for £169.99 and pair it with a compatible Edge device that beeps to notify you when a car is close. *Chris Hovenden*

93g www.garmin.com

7



Lumicycle Apex 2016 Extender Pro lights £429.95

Lumicycle's industrial strength front light set is seriously bright, kicking out 3,300 lumens on its boost setting. Even on the lower setting, with a claimed 320 lumens output, it gives out a prodigious amount of light from its twin head: plenty to ride on road and on non-technical off-road too. Select boost and you can take on descents at full speed. The battery unit is frame-mounted via velcro straps which hold it in place securely. Even on boost it is claimed to last three hours. The only issue is that with the beam following your bars, it can be difficult to judge your line through bends, where a lower powered bar-mounted light and a helmet spot might be a better option.

Paul Norman **748g**
www.lumicycle.com

8

Airshot inflator £59.99

The Airshot is designed to offer hassle-free inflation of tubeless tyres. You use a standard track pump to charge the cylinder and then connect this to your tyre valve. The air can then be released in a rapid and controlled fashion to blow the tyre straight onto the rim. Seating the bead of tubeless tyres can be difficult and this makes it much easier. It works well and I would recommend it to anyone switching to tubeless tyres. However, it isn't perfect, we would prefer it to have a slightly longer hose for easier operation, and it has a tendency to fall over loudly and roll around.

Oliver Bridgewood 435g
www.airshotitd.com



8

Fizik Aliante VSX KIUM saddle £114.99

With its extra-deep VSX central channel and a titanium KIUM rail, this version of Fizik's Aliante is designed for less flexible riders.

However, the most important thing is that this is a very comfortable saddle at a reasonable price. The 20mm deep channel does a great job of relieving pressure on your perineum, while the high back and rounded profile helps with both comfort and power transfer for those of us with a more upright position.

The only downsides are the lack of colour choices (it only comes in black) and the weight, which at a hefty 272g leaves a little to be desired.

Henry Robertshaw 272g

www.extrauk.co.uk



8

RRP Rearguard mudguard £8.99

The best way to keep your bum dry in the rain is to fit full mudguards, but if your bike lacks the

clearance or you don't want to spoil its nice clean lines, then the RRP Rearguard is a great alternative. The Rearguard is easy to fit, clipping around your saddle rails, but also coming with a Velcro strap for added security, so it's never going to fall off mid-ride. As an added bonus, at £8.99 the price is impossible to fault. The only issue I found was that if you have your saddle pushed all the way forward, then there might not be enough rail left to take the Velcro strap as well as the strap of your saddle bag.

Henry Robertshaw

23g

www.extrauk.co.uk



9

Lusso Thermal Skull Cap £9.99

I've been keeping my head warmer through the sudden cold snap with this skullcap from Lusso. It's very well priced and provides a good amount of insulation, being made of fleece fabric. I didn't find it too warm though and have worn it throughout rides rather than needing to shed it after a few miles. The design provides a comfortable fit with multiple panels to ensure the cap fits well underneath a helmet. There's a single panel across the forehead, which I found meant that there were no pressure points under the front of the helmet. The only slight niggle was that the bottom of my ears weren't fully covered, so there was quite a lot of wind noise.

Paul Norman 29g
www.lusso.bike



8

LONG TERM TEST

36 months later

Fulcrum Racing 5 wheelset £324.00

The Racing 5s have survived three winters relatively unscathed and the bearings are still silky-smooth despite a minimum of maintenance. Once the rear wheel did go out of true though, the 2:1 spoke ratio made re-truing a bit more tricky than standard lacing. The Racing 5s are now superseded by the Racing 5 LG which has a wider rim, but my original 5s are still going strong. PN

9



5 alive: the Fulcrums are still going strong

Can't live without

Sealskin Ultra Grip gloves £35

One of the best wet-weather gloves on the market, the Sealskin Ultra Grip provides great protection from both wind and rain without producing clammy or wet hands thanks to its brilliant breathability. Comfort, fit and dexterity on the bars is brilliant, too. SL
www.sealskinz.com



Sealskins: winter must-have



SRAM Red eTap £2,060

Tested by: Henry Robertshaw | Exclusive first look|

Straight off the plane from the USA, SRAM headed to *Cycling Weekly* HQ to give us an exclusive first test of its new Red eTap wireless groupset.

First spotted being tested by a SRAM employee at a cyclo-cross race close to the firm's Indianapolis base way back in December 2013, few products have been as hotly anticipated.

Since then it has been seen undergoing tests — complete with fake wires in a bid to keep its wireless secret — at the 2014 Tour of California, before being spotted on the bikes of Ag2r La Mondiale during last season.

And now it's finally here, in its final production spec and ready for the mass market.

Installation

Installing SRAM Red eTap is a

breeze, and can be done at home with only a handful of tools.

The first step is to pair the derailleurs with the shifters, which is done by pressing and holding the small buttons (function buttons) on each of the individual components until the LED light on each one starts blinking.

Once you have attached the derailleurs to the frame and the shifters to the bars, setting the range of the derailleurs is done in the same manner as mechanical groupsets, with the usual high and low limit screws.

Adjusting the alignment of the rear derailleur can be achieved using the system's micro-adjust function, which involves holding down the function button on the inside of the shifting levers, while simultaneously pushing the lever itself. It sounds tricky but in

practice it's as easy to adjust as it is to ride one-handed.

Battery life

Unlike Shimano Di2 and Campagnolo EPS, which each use a single central battery to power all the components, eTap gives each of the derailleurs and shifters individual batteries.

The derailleurs are powered by SRAM's own batteries, which clip on to the back of each mech. These provide a minimum of 1,000km or 60 hours of riding, and can be recharged in just an hour. This battery life is only half that offered by Shimano Di2, but is still more than good enough. Checking the battery levels on eTap is also a far simpler process than with its Japanese rival.

The shifters use standard CR2032 batteries, which can be



SHIFTERS

The shifters give much more positive feedback than their Di2 rivals, giving off a confidence-inspiring click whenever you change gear. The reach of the levers can also be adjusted using a bolt under the hood.



SHIFTERS (contd.)

LEDs on individual components change colour to show battery life, while the function buttons on the levers micro-adjust the rear derailleur by 0.2mm steps into 30 different positions.

Weight 131g

picked up at any supermarket, and should last for up to 24 months at a time.

Security

One of the big questions asked of SRAM has been whether its new groupset is secure, with visions of crafty sports directors hacking into the groupsets of rival riders to throw them into the small chainring just as an attack begins.

But according to SRAM, this is impossible, with the firm claiming that SRAM Red eTap is: “more secure than a cash machine.”

The components communicate using a system called Airea, which uses a 128-bit rolling encryption, so each shift generates a new, unique encryption code. This means that anyone trying to hack into the system cannot record one transmission between the shifter

and derailleur, then simply replay this to break into the system.

Of course, nothing is completely secure in an age where cyber-attacks are a daily news story, but SRAM does seem to have gone to good lengths in securing the wireless system.

Concerns have also been voiced about whether eTap could be vulnerable to interference, and here SRAM points to the fact that the system has been used without problems in races as big as the Tour de France, where the potential for interference from TV and radio broadcasters, team and race radios, and spectators’ smartphones is immense.

Riding

SRAM Red eTap makes a pretty major departure from SRAM’s mechanical groupsets, dispensing

with DoubleTap in favour of a shifting system that has been specially designed for a wireless, electronic groupset.

You change up at the back by pressing the right-hand shifter, change down using the left shifter, and change the front derailleur by pressing both shifters together.

After years of riding Shimano, this took me a few rides to get used to, but once over the initial learning curve the system makes complete sense.

This shift system also means that there is only a single button to press on each shifter, making it easy to use when wearing full-finger gloves. This is a welcome improvement on Shimano Di2, which has two buttons on each lever which can be difficult to distinguish. The SRAM levers also offer more positive feedback, ▶



BLIPS

Remote shifting is provided by 'Blips', small buttons which can be positioned anywhere on the bars and will work with tape over the top. The same technology is used in the eTap time trial set-up too.

Weight 6g



CHAINSET

eTap uses the same chainset as mechanical SRAM Red, with carbon crank arms and aluminium chainrings. It is offered in four bottom bracket options, six different crank lengths, and four different chainring combinations.

Weight 557g

giving a firm click when pressed.

The only thing to look out for is that, because the action is the same in whichever direction you wish to shift at the front, you can find yourself going in the wrong direction if you're not sure which chainring you're in.

As for the shift quality, that is excellent too. Shifting across the cassette feels exactly the same whether you're moving from the 28 to the 25 or from the 12 to 11. The multi-shift function allows you to send the chain cascading up or down gears without fuss.

The only thing that might be a concern to particularly demanding racers is that the shifting isn't quite as quick as it is with Di2, a conscious decision by SRAM, apparently in an attempt to improve battery and chain life.

However, that's not to say that shifting is slow, and it's still out of the way in under half a second, it's just not quite as rapid as the benchmark set by Shimano Di2. Perhaps adjustable shift speed (something offered by Di2) will be offered in a future firmware update from SRAM.

Shifting at the front cannot be faulted. The motorised front derailleur gives much more power than a mechanical derailleur, so you can be sure of effortless and assured shifting every time.

The front derailleur also inherits the mechanical SRAM Red's

Electronic groupsets: head-to-head

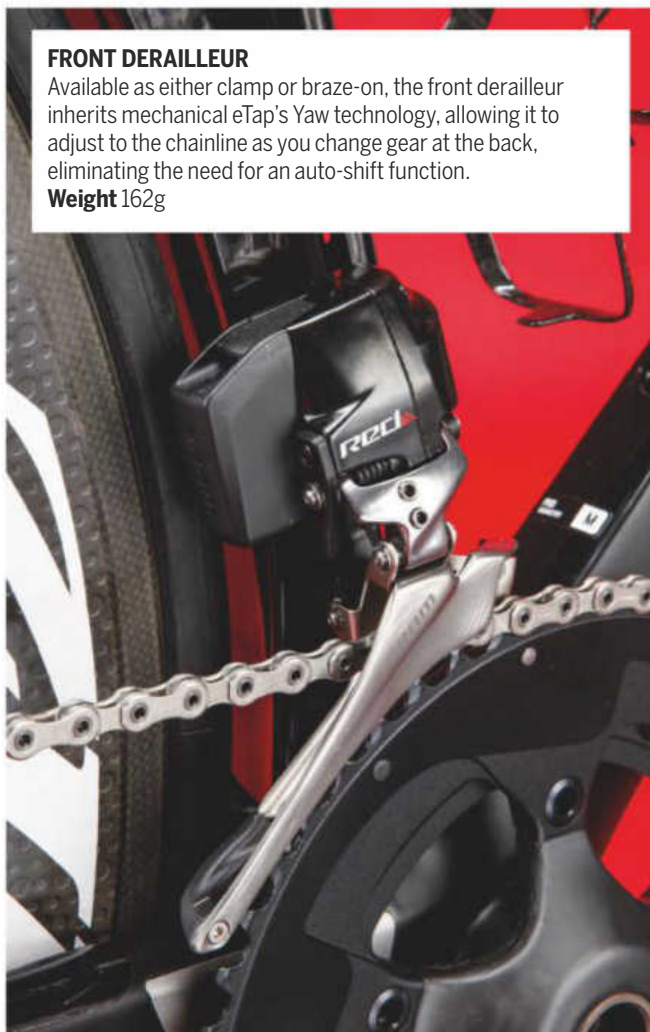
(All prices RRP)	SRAM RED ETAP	SHIMANO DURA-ACE DI2	CAMPAG S-RECORD EPS
Rear derailleur	235g / £420	217g / £450	198g / £550
Front derailleur	162g / £265	114g / £270	127g / £514
Shifters (pair)	261g / £405	238g / £450	262g / £385
Battery, interface & charger	n/a	84g / £175	154g / £459
Chainset	557g / £361	636g / £375	603g / £598
Cassette	151g / £223	163g / £170	177g / £278
Chain	246g / £46	248g / £35	239g / £48
Brake calipers (pair)	240g / £228	294g / £240	297g / £213
Bottom bracket	53g / £29	67g / £40	45g / £19
Totals	1,905g / £1,977	2,061g / £2,205	2,102g / £3,064



REAR DERAILEUR

Like the chainset, the rear derailleur uses a mixture of materials, with an aluminium body and carbon cage, combined with ceramic bearings. It is only available with a short cage, so the maximum sprocket size is 28t.

Weight 235g



FRONT DERAILEUR

Available as either clamp or braze-on, the front derailleur inherits mechanical eTap's Yaw technology, allowing it to adjust to the chainline as you change gear at the back, eliminating the need for an auto-shift function.

Weight 162g

Yaw technology. This means that it pivots as the chain moves up and down the cassette, and I never experienced any chain rub, even while running deliberately extreme chainlines.

Weight

Mechanical SRAM Red is the lightest groupset on the market, so it should be no surprise that Red eTap has taken its place as the lightest electronic groupset. In fact it has become the first electronic groupset to duck under the 2kg barrier.

Of course most of that weight comes in the form of non-electronic parts such as the chainset and cassette, which are all borrowed from the super-light SRAM Red mechanical groupset.

If we were to look at just the electronic components, then eTap

is in fact slightly heavier than Shimano Dura-Ace Di2, weighing 659g compared to 626g.

Price

Much more important than this 33g weight difference, though, is the difference in price. Whereas a Shimano Dura-Ace Di2 groupset currently costs around £2,200, the complete SRAM Red eTap group is yours for a very favourable £1,977, and this is bound to come down as retailers compete with offer prices.

If you only want the electronic components, then they come with a combined retail price of £1,180. Given that the eTap derailleurs and shifters will work perfectly well with all 11-speed Shimano chainsets and cassette, wireless shifting could be more affordable than you'd think.

Verdict

SRAM Red eTap is an excellent groupset that certainly lives up to the hype and expectation. The shifting is clean and precise, with the change in the hand actions needed to execute those changes making complete sense with SRAM's move to electronic.

Installation and set-up is the simplest on the market, with no trade-off when it comes to weight.

Sure, it costs £2,000 for the complete groupset,

but if you use it with an existing chainset and cassette, then it becomes a very tempting option for a little over a grand.

9

For

- Precise shifting
- Easy to set up
- Good value
- Low weight

Against

- Rear shifting could be quicker.

Winter overshoes

Warm feet are the key to happy winter riding; *Paul Norman* tests five of the best heavyweight overshoes

What

With cold and wet conditions holding sway followed by a freezing spell, we've been testing heavyweight overshoes. These should provide a degree of waterproofing against both rain and wheel-spray. In addition, they should provide a bit of extra insulation and warmth.

Why?

A good pair of winter overshoes adds some comfort to your winter rides. Keeping your feet dry and warm is important in cold and wet conditions, as your extremities can quickly become chilled and uncomfortable if they're not adequately protected. Even in dry conditions, wind-chill can make things uncomfortable if your feet aren't sufficiently protected.

How?

We've been out in the rain and the cold over the last few weeks, seeing how well these overshoes bear up and how comfortable they keep us. We've looked for water ingress through the tops and paid special attention to the soles, which are inevitably weak points. We've also rated them on how easy they are to take on and off as well as how wear-resistant they are.

HOW WE SCORE

- 10 - Superb, best in its class and we couldn't fault it
- 9 - Excellent, a slight change and it would be perfect
- 8 - Brilliant, we'd happily buy it
- 7 - Solid, but there's better out there
- 6 - Pretty good, but not quite hitting the mark
- 5 - OK, nothing wrong with it, but nothing special
- 4 - A few niggles let this down
- 3 - Disappointing
- 2 - Poor, approach with caution
- 1 - Terrible, do not buy this product

Northwave Husky £39.99

The Husky's soles in particular stood up well to testing, suggesting that you would get a good winter's use out of them at the very least. Getting them on is not the easiest task though. They are closed by way of a zip from the base of the heel and once on they are quite tight. Our size XL test pair fitted a little too tightly over our size 45 shoes, resulting in them feeling restrictive around the ankle joint.

They offer great insulation and rain protection, with their taped seams and coated neoprene standing up well. I ploughed through several puddles and found that they let water in; more coverage on the sole would doubtless prevent this. The Velcro strap on the sole is a little untidy and I would be worried about this wearing out. There are also some nice reflective details at the back to increase visibility. Insulation was good and I would suggest that these overshoes work best between 0-8°C.

Weight
113
grams

6

Colour: Black
Sizes: M, L, XL
Size tested: XL (44-46)
www.i-ride.co.uk

Alé Nordik £40

Alé's Nordiks are billed as shoe-covers for windy conditions. They are made of a fleece-lined Roubaix-type material and have a reinforced toe and mid-foot section underneath with an open heel. The uppers have quite a few untaped seams and there are reflectives up the back, while the water-resistant zip runs up the inside of the ankle. Despite my feet being towards the lower end of the size range, I found the Nordiks difficult to get on. They were a tight fit around the cleats and it was hard to get them zipped up. I split one of the zips at my first attempt.

Out and about the Nordiks are comfortable and warm enough for UK winter conditions, although they might prove a bit light once the mercury hits zero. Although not waterproof, the overshoes didn't get too saturated by road spray and the water never made it to my shoes through the uppers, although the open bottoms meant water got in through the soles.

Weight
114
grams

7

Colour: Black
Sizes: M, L, XL
Size tested: L (7.5-9.5)
www.paligap.cc



Bontrager RXL Road Stormshell £44.99

Although they're certainly not the priciest set of overshoes out there, there's no doubt that this price point brought a lot of expectation for the Stormshell covers.

The fleece lining proved more than adequate in keeping my feet warm in the mild temperatures of December, and certainly felt like they'd stand up to more. While no overshoes will keep your feet totally dry, these were the best on test and I was pleased with the underside coverage on offer, which gave my soles decent protection and aided the winter-proofing.

The main gripe with these was the fit. While the cut of the holes finely aligned in XL for my size 45 shoes, and the zip and Velcro strap provided adequate fastening, on every pair of shoes I tried there seemed to be excess material on the inside of the foot. This didn't have any real detrimental effect on riding or weatherproofing, but it was a slight let-down considering how solid a performer these had proved to be.

Weight
124g
grams

9

Colours: Black, fluoro yellow

Sizes: S, M, L, XL, XXL

Size tested: XL (45-46)

www.trek bikes.co.uk

Santini Neo Optic Waterproof £39.99

With Santini claiming that they are ideal when riding in the extreme cold and heavy rain, I expected big things of the Neo Optics.

They are made from neoprene with seams that are thermo-welded to ensure that they are waterproof. The mid-calf high cuff does a good job of keeping your ankles warm. This, along with the reinforced sole, contributes to the Neo Optics being the heaviest on test.

Getting them on is easy: the hoops located at the cleat cut-out and heel make getting them over your cleats straightforward and there was no difficulty pulling up the rear zip closure. When riding in low light the reflective print that runs up the back of the overshoes and the reflective heel should help you get noticed.

The Neo Optics kept my feet warm on all but the coldest mornings. However, in heavy and persistent rain my feet still got wet and disappointingly the reinforced toes showed signs of wear after only a few rides.

Weight
170g
grams

6

Colour: Black

Sizes: S, M, L, XL, XXL

Size tested: L

www.fisheroutdoor.co.uk

Castelli Diluvio Shoecover 16 £35

Compared to some of the other overshoes on test the Diluvios lack fancy features. However, it is the lack of unnecessary bulk that makes them attractive. The very stretchy 3mm-thick neoprene material makes pulling them over your shoes extremely easy.

There's a waterproof zipper that runs down the rear of the 16cm cuff which is flanked by reflective stripes, and with cleat and heel cut-outs you shouldn't slip about when off the bike. But since there's no reinforcement to the soles I would have concerns about their long-term durability.

Neoprene is designed to work in wet conditions by trapping your body heat within the water that the neoprene holds. They therefore work well in wet conditions but not so well if the temperature drops toward, or below, zero. The Diluvios kept my feet warm in the recent mild weather, but if the temperature drops towards zero a thicker pair of socks is definitely advisable and there are warmer options available.

Weight
130g
grams

8

Colours: Black; black with white logo; black with red logo

Sizes: S/M, L/XL, XXL

Size tested: L/XL

www.saddleback.co.uk



FITNESS

How do I... Combat colds?

We all loathe the common cold — are there any effective ways to prevent and treat it?

Vicky Ware

There are plenty of theories surrounding how to prevent and treat the common cold but which, if any, are true? According to Mike Gleeson, professor of exercise biochemistry at Loughborough University, athletes are not necessarily at greater risk of catching colds — “apart from when the athlete participates in a very prolonged, fatiguing endurance session or competitive event, when the immune system becomes temporarily depressed and this can increase infection risk.”

During a particularly hard training week, and especially straight after a gruelling session, you are most susceptible to catching a cold. If possible, spend the hours after hard training away from anyone with a cold and make sure you get warm and dry straight after your ride.

What about when you do catch a cold? A commonly heard rule of thumb among cyclists is that it's OK to continue training if the symptoms are above the neck, whereas you should stop if they are below the neck. However, this depends on the level at which you are training. “For people who are not professional athletes, it is sensible to avoid any hard exercise when cold symptoms begin,” says Gleeson, “and to only restart hard exercise when

symptoms start to get better. It is not essential to stop exercise altogether but any training session should be shorter and less intense than usual.”

By the time you realise you have a cold, your body is already fighting the infection, so depressing your immune system through hard training could prolong the infection.

It usually takes a week or two to recover from a cold. Certain supplements have been shown to reduce the duration and severity of symptoms. “Zinc supplementation and herbals such as echinacea may be effective,” Gleeson suggests.

Cold shoulder

Are there any proven remedies to prevent a cold? “Regular ingestion of probiotics, fruit, vitamin C and vitamin D3 supplements can reduce infection incidence in highly active people,” explains Gleeson. As a cyclist, you can also reduce your chances of contracting a cold by “avoiding sick people, crowded areas, children and contaminated items and practising good personal hygiene,” says Gleeson.

Generally looking after yourself by eating and resting properly is also important. Gleeson advises: “Consume adequate energy in the form of carbohydrates, protein and micronutrients, get enough sleep [at least seven hours per night] and minimise other sources of life stress.”

Essential points

- Reduce exposure after hard training
- Eat fruit and probiotics
- Vitamin D3 and vitamin C supplements may help prevent colds
- Consider taking zinc supplement while you have a cold
- Get at least 7hrs sleep



Do: stay hydrated. The lymphatic system carries immune cells around the body, while mucus protects nasal, mouth and gut linings from infection. Both require water to do so.

Do: sleep at least seven hours a night. Sleep is essential to recovery and immune health; stressed and unable to fight infection.

Don't: ride hard and long straight after a flight. Give your body a chance to fight any cold virus you were exposed to.

YOU
SAY

Wash your hands.
Wash your hands.
Wash your hands.

Matthew Reschke

Avoid kids like the plague and eat garlic.

Richard Kelly



Don't: Get cold. If your core temperature falls while training, you are more likely to get ill. Use a neck-warmer and layers you can remove.

Do: wash hands regularly, especially before eating. Avoid touching mouth, eyes and nose to help stop any viruses entering your body.

Do: reduce other life stressors when in hard training to limit overall stress on your body. All kinds of stress affect your immune system's capacity to fight infection.

Do: eat a diet rich in fruit, vegetables and healthy fats to ensure a plentiful intake of micronutrients. This will keep your immune system at full strength and help you recover from exercise.

A good sleep every night and your brain and body will take care of you.

Bruce Carter

Aloe vera liquid. Not been ill for a year; I take a capful a day.

Paul Lacy

Wash your hands, take a zinc supplement, and avoid public transport.

Caroline Flatley

EXPERT OPINION



Dr Paul Dimeo, senior lecturer in sport at the University of Stirling, specialises in the research of drug use in sport and anti-doping policy

'Anti-doping: it's time for a rethink'

The recent athletics doping scandals are a stark reminder of the depth of the problem. The IAAF is under pressure to reform as the UCI was a few years ago. The scale of the problem in certain countries, and lack of trust in the sport's leadership, recalls cycling's darkest days from the Nineties. How to respond to this glaring lack of progress?

Doping is not a phase; it's an inevitable outcome of the passions and glories associated with success. To completely stop doping, we would have to cut prize money and curtail the social status afforded to champions. But as the increasing prevalence of doping in amateur endurance sports shows, the desire to win is as

powerful a motivation as are financial rewards.

The forces of anti-doping are ineffective against this will to win whatever it takes. Strategies of increased testing, better science, tougher sanctions and social stigma have not prevented the emergence of new doping sub-cultures.

What are the options for anti-doping? The official line is more of the same: keep fighting the unwinnable war, making slow and incremental progress by investing more resources. This hasn't worked so far, and relatively minor infringements receive inappropriately lengthy bans.

Criminalisation proposals could see athletes jailed: an extreme and impractical solution. The top-level corruption and cover-ups in athletics confirms that weeding out doping through top-down policing is unrealistic.

The alternative is to re-evaluate our definition of 'cheating'. The utopian myths 'clean sport' and 'level playing field' need to be reconsidered as athletes find new, smarter means of performance enhancement.

Certain athletes will always be advantaged by their genetics, access to technology and superior training. Responding constructively to doping requires a collaborative rethink: involving athletes in policy-making to develop a more realistic approach. Making anti-doping ever more draconian is clearly not the solution.

"The myth of 'clean sport' needs to be reconsidered"



Don't stop moving!



No matter how hard you train, keeping still for too long during the day may be harming your general health as well as your cycling performance. *Vicky Ware* investigates

You ride your bike practically every day, watch what you eat and are in vastly better shape than most of your non-cycling mates — your lifestyle could barely be any healthier, right? Well, that depends, and it depends most of all on how you spend your time while not on the bike. If you have a desk job and spend most of the day sitting still, you may be seriously compromising not only your general health but your cycling performance too.

The good news is, these ill-effects can be offset, but first we must get a grasp on the reasons why failing to move around enough is potentially harmful. In a nutshell, humans did not evolve to flourish by spending hours on end sitting in chairs. But many of us living ordinary modern lives do just that. Sadly, cycling daily isn't enough. If you exercise for an hour every day, you spend seven hours a week moving — only four per cent of the total time. This means your muscles, joints and nervous system spend 96 per cent of the time not exercising.

Given this huge amount of time not exercising, does your routine constitute an active lifestyle? If your job requires lots of movement, you're in the clear, but for those of us 'chained' to desks all day long, there's a question mark.

Research at the University of Queensland in 2012 found that sitting for prolonged periods, even where physical activity guidelines were met, resulted in poor metabolic health. Every two hours

of sitting watching TV is associated with a 20 per cent increased risk of type 2 diabetes and 13 per cent increased risk of death from any cause. These increased risks apply regardless of physical activity undertaken around the sedentary behaviour. During non-exercise periods, just two minutes of movement every 20 minutes was shown to improve blood sugar and cholesterol values, and reduce blood pressure.

Professor Neville Owen who heads the Behavioural Epidemiology Laboratory at the Baker IDI Heart and Diabetes Institute in Melbourne, Australia has been carrying out laboratory experiments and workplace studies on the effects of prolonged sitting. Although the research has shown too much sitting is bad for health, it's not all bad news for already-active cyclists. "An hour of moderate-intensity exercise each day — especially riding our bikes over varied terrain and enjoying the wonderful variety of aerobic and resistance activities they allow us to do — is highly protective against developing chronic diseases like type 2 diabetes and cardiovascular disease," explains Owen.

Although this level of activity was previously thought adequate, "there is new evidence," says Owen, "that what

we do throughout the whole day can also make a difference. People who sit for prolonged periods of time are at increased health risk, even if they do 30 minutes of moderate-intensity activity. Looking across the findings of multiple studies, it seems that an hour a day of exercise might help to protect people against the adverse effects of sitting for prolonged periods."

What counts as prolonged sitting? "Many people can sit for 11 hours or more each day, and we now know that level of sitting increases the risk of premature death," says Owen.

This research is one reason many employers

are now offering office workers standing desks. However, merely standing still rather than sitting isn't the answer. "Both too much sitting and too much standing are not good for health. Having as many transitions as possible between sitting and standing is a very good idea.

"Standing up all day with little movement results in blood pooling in the lower limbs, so standing up and moving through short walks or simple stretches or resistance activities on a regular basis through the day is probably ideal," explains Owen.

Sedentary strife

"When people spend too little time moving, many different systems in the body are not functioning as they are designed to and will deteriorate. 'Use it or lose it' is a simple slogan with profound implications for our health. Movement increases blood circulation, which has many important benefits," says Owen.

"When we do things that ask our large muscle groups like the quadriceps and the glutes to work hard, biochemical and metabolic processes are stimulated that are fundamentally important for dealing with the sugar and fat in our diets and for many other elements of good health," Owen explains.

Too much sedentary time also has an impact on brain health. "When we move, even simply standing up, our brain is changing and adapting and sending signals to our organs, muscles and blood vessels," says Owen. ▶

"Standing up and moving on a regular basis through the day is ideal"

Work all day, win at the weekend



Wouter Sybrandy, 30, is a former pro cyclist who, after recovering from a serious crash in the 2012 Tour of Britain, returned to top domestic road racing. No longer a full-time pro, the Dutchman resolved to combine training with a demanding, full-time job as a bond trader at a City bank.

Sybrandy, who has since returned to work and race in the Netherlands, regularly finished in the top 10 in national level races, despite routinely spending nine to 10 hours a day at his desk during the week. We spoke to him to find out how he combined high-pressure, sedentary work with high-level cycling success.

"I'm behind my desk all day, but I have a desk that I can move up, so I'm able to

alternate sitting with standing up," he said.

Despite the long hours spent at work, he makes no special effort to keep moving, aside from his daily cycling and cross-training regime: "I don't feel any ill effects from prolonged sitting on a daily basis, perhaps because I ride, run or go the gym before and/or after work.

"That said, if I'm sitting down and don't get to exercise for a few days in a row, I do start to feel the effects from that, mainly in my back."

Interestingly, Sybrandy worries more about the mental effects of his work: "I just treat sitting as recovery and am not too concerned about it. The most notable effects of work are mental, and I can't do much about that; work can be stressful, and I feel pretty drained at the end of the week."

Impact on fitness?

The tone of the circulatory system is one aspect of fitness. Your circulation needs to be on top form if you want to go quickly on a bike, capable of pumping blood and delivering it to all parts of the muscle. "Our arteries need what is called 'shear stress' to maintain their tone and optimal function," says Owen. When we sit or stand for prolonged periods, this shear stress is reduced, as blood flow is minimal; arteries may lose tone.

This may mean they are less able to pump blood strongly around the body when we're exercising at full capacity. In this way, keeping moving when you're not cycling could help improve your performance on the bike.

A study published in the *Journal of Sports Science* in 2014 found that athletes who were more sedentary had greater levels of fat on their trunk and body in general. This association was regardless of their age or the amount of time they spent training each week.

Those who sit around longer are more likely to be fatter than those who remain active when not cycling — regardless of time spent training. The addition of trunk fat is particularly bad, as fat in the stomach area is associated with inflammation and development of cardiovascular disease.

A 2015 research paper published in *BMJ Open Sport & Exercise Medicine* looked at professional footballers in the Premier League and concluded these athletes are 'alarmingly' sedentary in their non-training time, spending 79 per cent of their time outside of training and sleeping sitting still. Considering they were only training for on average 1hr 15min per day, that is a lot of time not moving, and more than non-athletes of



Keep moving at work
to stay healthy

the same age or older, who spend around 50-60 per cent of their time sedentary.

More research is needed, but it's possible that people who exercise tend to place less importance on their activity levels while not training. It's equally possible that some athletes wrongly assume that sitting still is the best way to recover from their training.

More effective recovery

The fact that sedentary behaviour has a negative impact on your muscles, brain and circulatory system doesn't affect only your long-term health but is likely to have implications for fitness too. The old cycling adage, 'don't stand when you can sit, don't sit when you can lie down' might not be the best mantra after all.

Because sedentary behaviour reduces blood supply to the muscles, it also reduces the delivery of vital building

blocks to help muscle tissue recover and the transport of the waste products of exercise away from muscle. The rate of your metabolic system also affects how well your immune system works. This affects your likelihood of getting ill but also how quickly you can recover from exercise. Moving more when you're not purposely exercising might therefore help your recovery and reduce your chances of picking up a cold.

Research has shown that splitting up sitting time with activity every 20 minutes results in production of proteins that allow anti-inflammatory and antioxidant pathways to function. These pathways are crucial to gaining fitness because your body needs them to recover from the free-radical-producing effects of exercise. In the short term, inflammation is necessary to heal muscle after exercise, but in Western society our diets

How to keep moving?

Set a timer to remind you to move every 20-30 minutes.

■ If you work in an understanding office environment or from home, do simple core or stretching exercises every 30 minutes.

■ Stay active on days when you don't cycle; go for a walk, throw a stick for your dog, stay away from the computer.

■ Find ways to make modern life less sedentary. Take the stairs. Walk to work. Ditch the TV remote control.



and lifestyles tend to promote excessive inflammation. Keeping moving promotes a healthy inflammatory response.

Active recovery has also been shown to reduce delayed-onset muscle soreness (DOMS) after exercise, and the detrimental effect DOMS has on performance. This is why you'll see Team Sky completing a thorough, specific cool-down on turbo trainers outside the team bus after Tour stages. The question now is whether they should also avoid sitting still for hours while the bus drives them to the next stage.

More than metabolism

As a cyclist, there's more than your metabolic health at risk from sitting around too much. Spending too much time with your hips in a sitting position can lead to muscle imbalance, and riding a bike doesn't help stretch the areas that

get tight when sitting; it exacerbates the problem. This could lead to all kinds of niggles on the bike, but hip-flexor tightness, and knee pain are common in cyclists who spend a lot of time sitting.

Osteopath Alice Monger-Godfrey explains: "Sitting at a desk has a very different physical demand on your body than going for a four-hour bike ride. However, both demand a similar posture.

"It is important to move. Get up and refill your water, make a cup of tea or just stretch your legs. Ideally this should be done every 20-30 minutes when sitting at a desk. Movement is key to keeping the muscles warm and the back protected."

After a while of being stationary, muscles begin to tighten, as Monger-Godfrey explains: "After 20 minutes of not moving, one of the fundamental muscles of the back, the multifidus, which runs from the low back to the

Wearable tech

Wearable technology such as the Garmin Vivosmart wristband is designed to keep you on your toes by vibrating when you've been still for too long — a more convenient reminder than resetting a stopwatch every time you move. It will also track how many steps you take during the day, giving you a measure of how generally active you are outside of your training. An added bonus is the sleep-tracking function which measures how much you move during the night and shows you a graph the next day of how much light and deep sleep you got. **£89.99 www.halfords.com**



neck, switches off. If you then suddenly go to reach for the telephone on the other side of the desk or quickly turn, your back structures are left open and vulnerable, without the muscle protection, which could lead to injury."

In conclusion

Owen has some take-home messages: "An hour of moderate to vigorous activity a day is ideal, along with avoiding prolonged periods of sitting. An hour of exercise and 15 hours of sitting would not be ideal. If we get an hour of exercise and for the rest of the day we stand up every 30 minutes and be as active as we realistically can, that looks like the best prescription, based on current research."

Everyone is different and how you feel is an important guide in knowing how much to move, so experiment, says Owen: "See if you feel brighter and more alert at the end of the day. Stand up every 30 minutes, do a short walk or do a few simple resistance exercises. The best posture is the next posture," advises Owen. "Sit less, stand up frequently, and move more."

Being a cyclist means you already spend more time moving than most, but don't fall into the trap of thinking that that makes your lifestyle sufficiently active. Making sure you keep moving every day is important for your long-term health and will improve your recovery, prevent muscle imbalances and improve your cycling performance by improving your circulatory system and metabolic health. ■

Back from the brink

Cycling tours organiser Bob Griffin found himself on a herculean journey back to health after a life-threatening stroke



Caroline Sutton

It was a bittersweet taste of success for Bob Griffin when he saw the hospital come into view one rainy day last May. Despite being just 20 miles from home, it had been the battle of a lifetime to cycle there. The ride would once have been a doddle for Griffin, 52, from Hove, but that was before he suffered, two years earlier, the shattering stroke that left him fighting for his life. That day in May 2015, Griffin fulfilled his promise to the staff of the Sussex Rehab Centre who had coaxed him back to life.

“When I left, I vowed to cycle back to see them. I don’t think they believed me. I’d been warned I’d never cycle again,” says Griffin.

Photographer and father of two young children, Griffin was by his own reckoning pretty fit for his age prior to the stroke. “Like many middle-aged men,” he tells *CW*, “I’d caught the cycling bug. For eight years, I organised charity rides for the Who Cares? Trust for up to 60 riders at a time. We went on a range of routes such as London to Paris and Land’s End to John o’ Groats. My role was to recce the route and accommodation.”

It was on one of those rides that Griffin and his friend Greg came up with the idea of setting up a cycle tour company, Mid Life Cyclist, aimed at cyclists just like them, who wanted to enjoy the social side of a trip as much as the actual journey. The venture quickly took shape.

But on January 9, 2014, just as the first Mid Life Cyclist trip was to launch online, Griffin’s life was turned upside down.

“I’ve suffered from epilepsy since I was 15 but I’ve learned to know the warning signs,” he says. “It was early in the morning; I was tired and a little stressed. I was dressing in the bathroom so I didn’t wake my wife Jane when I suffered an epileptic attack. I fell, hit my head on a towel rail and suffered a major stroke.”

Within minutes, Griffin was being blue-lighted to hospital, to the acute stroke ward where doctors battled to save his life.

“I dodged a bullet that day,” reflects Griffin. “It was extraordinarily terrifying. I remember the paramedics asking me to smile, squeeze their hand. I’m not sure how, but I insisted on walking out of our house so I didn’t scare the children. After that, I didn’t walk for five weeks.”

Facing the challenge

Griffin was transferred to the stroke rehabilitation unit at the Princess Royal Hospital in Haywards Heath for the long, slow battle towards recovery.

“When you have a stroke, certain areas of your brain don’t work anymore, so you have to retrain the neural pathways to work around those areas,” says Griffin. “It’s like recalibrating a GPS system if you get lost.

“I’m stubborn and treated it as a job. I refused to even contemplate that I wouldn’t walk out of there.”

Griffin’s recovery was not over when he left the centre, on his own two feet, to go home. He had to relearn simple tasks such as getting dressed and making a cup of tea. But his big target was always to get back on a bike for his 52nd birthday, on March 17, 2015.

“Our last trip had a range of cyclists, many coping with difficulties like illness, divorce or redundancy — the usual midlife problems. As a group, you work together, and that can form a bond to enable you to talk with each other too, which is extremely therapeutic.

“I feel I’m a lot more compassionate since my health scare and I realise how inspiring a group challenge can be. Our trips offer an opportunity to test yourself but also to share that experience with others. It can be very powerful.

“The last few years have been tough but cycling has been crucial to my recovery. It’s helped with my confidence and my general state of mind. It’s given me my life back and I want to share that with other people.”

‘Bob inspired me to take the extra step’

Architect David Chetwin, 61, joined Bob Griffin on a Mid Life Cyclist tour of the Italian Lakes last year

“I was amazed at what I managed to achieve on my trip, and I believe a lot of that is to do with the support I received from Bob. He’s been through such a lot and it’s an inspiration to see him cycling now after what he’s been through. He pushes himself every day, and it encouraged me to go that extra step.

“Every day there was a cycling challenge — usually up a big steep mountain. I’ve not been cycling that long, and at 60 I was worried I wouldn’t be able to keep up but I surprised myself. When you get to the top, there’s always someone waiting to cheer you on and pat you on the back.

“Cycling gives you a chance to reflect on your life, which is good to do. It feels quite solitary. But at lunch and the evening meal, it can be sociable chatting to the other people in the group.

“Having been through what he has, Bob is very compassionate about other people and the challenges they face — particularly middle-aged issues.”

“I set up a basic turbo-trainer, so I could cycle at home,” explains Griffin. “My physio, Dulcie, was worried about my road safety as the left-hand side of my brain was compromised by the stroke. There’s a lot to take in, such as other vehicles, pedestrians, road signs and simply controlling the bike all at once. I was not allowed to cycle outside alone until Dulcie gave me permission.

“To prove I could ride, she would cycle alongside me while I kept up a running commentary about what was happening in front of me and around me, to build up my road sense again.”

By May, Griffin was ready to try the biggest challenge he’d set himself: to ride back to the Sussex Rehab Centre, alone.

“It took me two and a half hours over Devil’s Dyke. It was raining, the road was greasy and I was probably riding the wrong bike. It was a very hard ride.

“When I walked in, head-to-toe in Lycra, it was an emotional moment. One nurse cried and another said my cycle ride was the highlight of her career. I was exhausted but so proud.”

Continental recuperation: sharing the struggle

Bob Griffin organises cycling trips to northern Italy for groups of fellow ‘mature’ riders

Mid Life Cyclist (themidlifecyclist.com) takes individuals or groups on a range of trips through the scenic and challenging routes of the Italian Lakes. “It’s the group dynamic that makes the trips so worthwhile,” says Griffin. “Whether you are a judge or a plumber, you will find the cycling challenging at some point. Our motto is: no one mends their own puncture. You won’t be left stranded on the side of the road.

“Sometimes people fear they are not going to be tough enough but we say, ‘You can do it,’ and they can. There is a tremendous sense of achievement when you’ve finished each day.

Battle of Bradfield

CW
Difficulty
rating:
8/10

This
year's
event:
March 20



40
miles

1,757
metres
ascent

Short, though anything but sweet, this 40-miler will test your spring form

There comes a point in every tough ride when the realisation of what you've let yourself in for hits you. The distance ahead, the severity of the route, and the suffering you're about to endure all come home to roost. Your only option at this point is to take a deep breath, adjust your expectations, check your supplies and knuckle down.

Unfortunately for me, this point came as I was sat in the car, driving to Stanington, the start point of this short but punishing ride. The sight of the hills alone was panic-inducing. ▶

Where is it?

On the eastern edge of the Peak District, just north-west of Sheffield. Part of the route was used as the final run in to Sheffield in the 2014 Tour de France, which brought some of these climbs their 15 minutes of fame. Well deserved that was too — they're great climbs.

Why ride it?

Because it's a real test of your spring fitness. Don't be fooled by the short distance; this is a challenging route with almost no respite. This is a stunning area in which to ride your bike and it means you can tick off a few climbs ridden by the Tour de France peloton.

History

This is only the second running of the event, but the roads around here are steeped in British cycling history. This is the training ground for some of Britain's best riders. The Tour de France signs and yellow bikes will only add to the area's cycling heritage.

How to enter

Online entry through Si Entries (www.sientries.co.uk). £20 for the long route, £15 for the short. Entry on the day will be down to availability.

HQ details

Lomas Hall in Stannington is right by the church (easy to spot) but doesn't have too much parking. Get there early or check with organisers what other options there are other than nearby streets.

Where to stay

The Innkeeper's Lodge is where we stayed. Warm, comfortable and with a good menu. The Norfolk Arms is even nearer Stannington and is an equally good option with a nice restaurant on site. Maybe check they don't have a wedding party that night.

Where to eat

If you're staying in either of the two places listed above you'll want to eat there as they're too far from anywhere else. After the event we recommend the Admiral Rodney Pub, just a couple of miles away in Loxley. It's got a good menu and plenty of seating — perfect for a group of hungry cyclists.

Local bike shop

Langsett Cycles is just north of Sheffield centre and is open until 5.30pm on Saturdays.



A world of hurt amid the stunning scenery

The Battle of Bradfield's 40-mile route starts and finishes four miles west of Sheffield and neatly packs in 10 tough climbs, each one closely followed by the next. The organisers designed the route to mirror their end-of-season Matlock Top Ten, which has a similar 'short and sharp' profile, and have come up with a great ride that takes in a little of Yorkshire's newfound Tour de France heritage.

If you're not from this part of the country, or have never ridden around here, you're in for a treat. Or maybe a shock. The likes of Jawbone Hill (Now the Côte de Oughtibridge following the Tour's visit), Midhonestones and Bradfield, seemingly go on forever and include sections so steep the unprepared may start to question whether or not they'll make the top.

It's not just the climbs you need to be wary of; the descents here should all be taken with caution. If it's wet, read extreme caution. Less than a mile from the start I found myself slamming on the brakes, trying to control my rear wheel as I approached a 25 per cent hairpin framed nicely by a drystone wall. With no run-off at the side of the road, mistakes or careless riding are punished severely around here.

This first descent gives you an idea of what is to come, both going up and down. Jawbone Hill is climb number two and one of the toughest of the day. The nice long run off the top is followed by the 'easiest' climb, Green Moor. Another tricky descent with tight turns leads you in to Midhonestones — another TdF climb.

At this point you're into an area known as the Strines and the next three climbs — including the 2.5-kilometre Edge Mount — come in incredibly quick succession.

Climb number nine, the last big one of the day, is Bradfield, but unlike the pampered Tour riders who only tackled the second part of the climb, you hit it at the very bottom, in Low Bradfield.

The first part of this climb is the toughest, with an S-shaped section before the church that ramps up impossibly in front of you. When you see the sign of High Bradfield you won't be in the mood for laughing at the fact this is actually only halfway up the climb.

Thankfully at this point you're more or less done. And you should also have a good understanding of why this part of the country has consistently produced many of Britain's best riders, past and present.

ORGANISER'S TARGET TIMES

Route	Distance	Time
Long	40 miles	3hr 20min
Long	40 miles	2hr 40min
Long	40 miles	2hr 13min
Short	21 miles	1hr 45min
Short	21 miles	1hr 24min
Short	21 miles	1hr 10min

The challenges

1 Jawbone Hill

The second climb on the route and easily one of the toughest. As you round each bend, you'll be surprised that it keeps going. Take it conservatively at first, especially if you're not yet warmed up.

2 Broomhead Moor

Tough because you hit it from a dead turn. The descent off Midhopestones ends with two tight, often damp, hairpin bends and a narrow bridge. Turn off that with no momentum and the steepest part of the climb is staring you in the face.

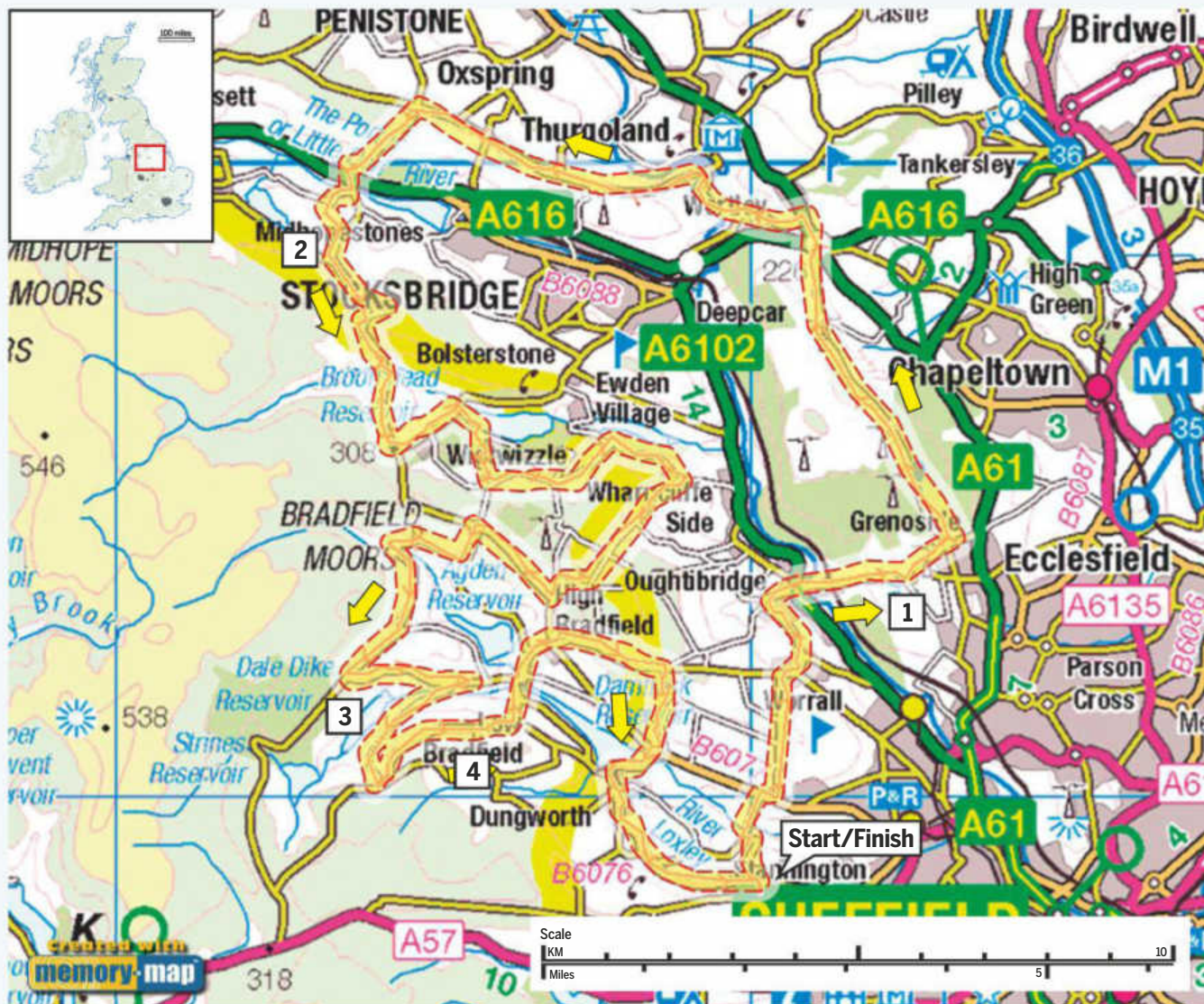
3 Edge Mount

At 2.5km this is the longest climb. It never gets too steep (unlike Canyards Wood before it) but at the top it is exposed so you'll be praying for a tailwind.

NAIL IT

4 Bradfield

Split in two, it's hard to decide which part is the toughest. The bottom half (Woodfall Lane) wins, just. The steepest section is the slight S-bend under the trees before the church. It's nigh-on impossible to ride this in the saddle, but out of the saddle your rear wheel will be slipping, so take your pick. Get past the church and you're almost halfway. Cross Loxley road and the second half — now Kirk Edge Road — ramps up again. Keep going as the gradient eases towards the top.



Event website: www.darkwhitecycling.co.uk/battle-of-bradfield | Download the GPX file: www.ridewithgps.com/routes/6375919

St Ives Cycling Club

Hill hunting with a race-mad Cambridgeshire chaingang

Nine members of St Ives CC ride in perfect formation through the Northamptonshire lanes. Two lines abreast, they are flying towards a coffee stop in the nearby town of Oundle. Wind-assisted, the speed is as high as it will be all day, despite the rain, which is becoming more insistent.

The chat begins the moment bikes are locked up outside the cafe, where, once inside the group gather with drinks and food in a corner to discuss the day's ride. Their position illustrates perfectly how close this group of riders are. "The club has a good social aspect," Roland Ward, a member since 2004, tells us. "It gives you networks, so when you're not riding with the club on a Sunday you can meet up with people in the week."

Other groups arrive and the whole room opens up as they strip off their wet kit. There's no snobbishness between the faster group and the more social riders.

"It's a very accommodating club for various levels," continues Ward, sipping at his coffee. "There's lots of potential to improve and move up through the groupings. I joined the B group to start with and you can see yourself moving up and when you do move up you want to stay there. You get plenty of encouragement, it gives you that momentum to make yourself better."

Situated on the edge of the Cambridgeshire Fens, St Ives is just 30 feet above sea level, so you'd expect all roads to lead upwards; Cambridgeshire, however, is resolutely flat and

good climbing hard to come by. While riding the windswept flatlands presents its own challenges, many of the club's rides head west into the hills.

Only the occasional runner is in the town centre to greet 25 members for today's ride, most clad in their red club kit. Club run secretary Bob Cooper split us into three groups. We join the fast group of nine riders, most of whom have a racing background, though the pace is never too high. The latter part of the journey to Oundle is lumpy enough to encourage a little competition, though the occasional shout of, "Take it easy, chaps," from club secretary Andy Wylde keeps things in check.

Riding in the family

For Wylde, a member for over 10 years, the club is a family affair. Both his daughters are involved in the very active Go-Ride section, whose 40 members meet fortnightly for structured coaching sessions in both road and mountain biking. Riders compete regularly in both disciplines and have been seen at the finish line of races like the Tour of Britain and the Women's Tour.

Club facts

Based: St Ives, Cambridgeshire

Members: 230

Formed: 1984

Meets: Sundays at 8.45am outside Richardson bike shop, Broadway, St Ives.

Club Time trials meet between April and September on Wednesdays at 6.30pm, Fen Lane, Sawtry, near Peterborough.

"My youngest has road and mountain bikes, and the oldest a road bike. It's good for them, it's not just the sport, it's a good social thing for them," Wylde explains.

Competition lies at the heart of the club and riders are encouraged and supported to race, whether that be in the summer club time trials or in other events, including sportives.

"I started racing because of the people I was riding with on a Sunday," explains Wylde. "They were road racing so I thought I would give it a go. It was fun and there were always four or five of us in the same race."

In addition to time trials, the club organise a number of open events, with five

History

A cycling club has existed in St Ives since the 1950s, though St Ives CC was only formed in 1984 after current club president Tony Cork and a friend came up with the idea after organising a charity ride.

Twenty members were at the first meeting in Cork's lounge, though the club soon moved to a garage behind a local pub, where they would meet on a weekly basis. The club remained there for some years, equipping it with rollers and weights but were eventually forced to move on and are now homeless.

Growing in strength through the 80s, the club began weekly

time trials along what is now the A14, graduating to hosting criteriums in the town centre. The rise of mountain biking in the 90s brought an off-road group which continues to this day, arranging regular local rides and trips further afield to hillier parts of the country.

One of the biggest developments is the thriving junior Go-Ride group which, like the rest of the club, is active in all disciplines of cycling and has achieved much success.

Over recent years membership has increased from around 60 in the mid-Noughties, to the current total of 230.

Achievements

Time trialling legend and multiple BBAR winner Ian Cammish is a life member for his achievements, an honour also bestowed upon 1990 24hr national champ Phil Oxbridge.

More recent success comes in the form of Malcolm Smith. With both British Cycling Masters and LVRC Championships to his credit, 2015 brought age group wins in the LVRC Time Trial Championships, the general classification at the Challenge Vuelta Mallorca and sixth place in the UCI Amateur Worlds.

Former club chairman Lee Desborough is another rider with



an LVRC road championship to his name.

In 2013 Luke Hattersley won the National Junior 25-mile Time Trial Championships.



59
MILES

St Ives Cycling Club

Ride highlights

1 After 17 miles

Leaving Alconbury we ride the first of many empty singletrack roads. We work beautifully as a team for a mile or two, with only the hill to Barham interrupting the rhythm.

2 From the hamlet of Hemington

The final five miles to Oundle are downhill with speeds to match. Despite getting close, we never did catch the lone rider ahead.

3 The exposed road up to Clopton

This defined the return ride. Rain blown on a gale meant this was the sort of ride that it's an achievement just to finish.

Favourite cafe

When St Ives CC visit Oundle it is the Coffee Tavern they head for. The proprietors often reserve upstairs for visiting cycling clubs and riders will be seen gingerly climbing the wooden stairs with bottles freshly filled by the staff. All the usual coffees and teas can be had, along with a good selection of cakes and biscuits. Egg on toast proves a favourite, though the all-day Number One breakfast is too much with nearly 30 miles left to ride.

Coffee Tavern, 34 Market Place, Oundle, Northants.
01832 272524



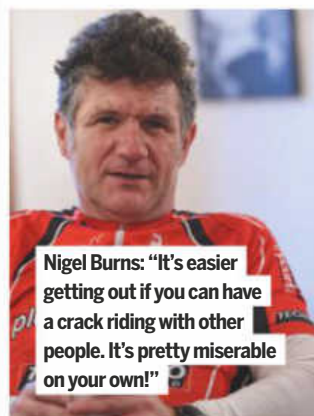
Mid-ride
replenishment



Meet the club



Seán Perser: "I've been doing the club runs for about a year and gone from the B group to being confident in the A group."



Nigel Burns: "It's easier getting out if you can have a crack riding with other people. It's pretty miserable on your own!"



The joys of
winter riding...



St Ives club runs
take the cake



Moira Burkham: "I ride every week with the club. It's great fun. You can have a chat, get some exercise and have a cake and a coffee."

already pencilled in for 2016. They range from a round of the Eastern Cyclo-Cross league to closed road racing for juniors, with an open 10-mile time trial thrown in for good measure. Newly elected club chairman Tom Caldwell organised the elite Circuit of the Fens road race, which St Ives members helped marshal, and is now

the driving force behind the Tour of Cambridgeshire Gran Fondo.

Opportunities

Despite all this competition the club remains inclusive, "We try not to favour any one particular aspect of either the club or the disciplines within cycling," explains Wyld. "We want

to give people opportunities to do anything they want within cycling."

For all those other activities, the Sunday ride remains the club centre point. "For a large proportion of the members the club run is their first contact with us," says Wyld. "It's not everything, but it's a big part."



Bob Cooper: "I've found lots of new friends, lost a lot of weight and generally enjoy the camaraderie of riding with friends."

Contact: www.stivescycling.org.uk | Twitter: @StIvesCycling | facebook.com/StIvesCyclingClub

Cycling *SPORTIVE*
WEEKLY *SERIES*



WILTSHIRE WILDCAT



*GET BACK IN THE ZONE
RIDE THE WILDCAT*
SATURDAY 12 MARCH, WILTSHIRE

To find out more and book, please visit www.cyclingweekly.co.uk/sportive-series

Official Partners



#WILTSHIREWILDCAT

Cairn Gorm

Aviemore, Scotland



Photo: Andy McCandlish

Simon Warren

Why drive all the way down to Alpe d'Huez, Avoriaz or La Plagne when we have our very own mountain climb up to a ski station right here in the UK? OK, OK, the road up to Cairn Gorm isn't quite the match of Alpe d'Huez with its 21 bends but still, it's 5.4km of twisting road set in gorgeous surroundings and you never know, there might be snow at the top.

Start the ride by heading south out of Aviemore along the largely flat valley road through Coylumbridge to Glenmore; it's past Loch Morlich that the slope begins to kick up. The gradient starts steeply, hitting 10 per cent right away up into the Glenmore forest. Winding slightly left and right through the trees you then hit a giant left-hand corner that precedes a significant levelling. Head along to the

junction ahead, turn left and the slope picks up again to the next turn, sharp right where you turn back on yourself to take in the stunning views out over Aviemore and the valley below.

Upon reaching the final junction, the beginning of the high-altitude one-way system, you turn left to head for the summit.

It's steep once more, almost as tough as those first two kilometres as you arrive at the small ski station.

CW
Difficulty
rating:
6/10

The stats

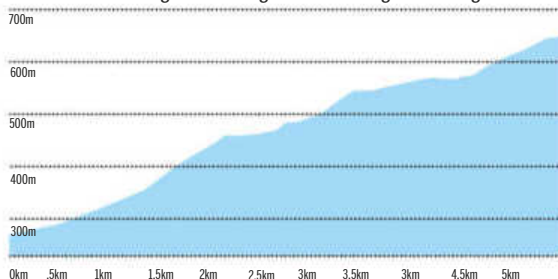
WHERE Head south from Aviemore on Cairngorm Road, passing through Coylumbridge and Glenmore before climbing once past Loch Morlich.



KOM Top Tip It's all about the pacing on a long climb like this, to find comfort in the uncomfortable.

5.4km 639m 300m 5% 10%

Length Summit Height Average Max
height gain gradient gradient



Strava file: www.strava.com/segments/6674377

Ordnance Survey mapping © Crown copyright. AM46/13. Created with Memory-Map

Gerrans back on top at the Tour Down Under

After a year overshadowed by injury, Australian Simon Gerrans wins his home race with an impressive show of form

Words: Sophie Smith in Adelaide Photo: Yuzuru Sunada

Simon Gerrans rediscovered his champion's verve by winning a fourth Tour Down Under in Adelaide, South Australia last week.

The 35-year-old determinedly turned the tables on 12 months of crash-marred misfortune with the victory his Orica-GreenEdge team were relentless in pursuing.

Gerrans was superior in reduced group sprints, winning two consecutive stages on days three and four, and gained crucial bonus seconds at intermediate primes, which he was either set up to claim or ensured rivals did not.

It was the perfect response to Orica's dismal performance in the Australian Road Championships earlier in January, in which Gerrans was the team's sole finisher, in sixth.

"I think you have to be pretty complete to win here at the Tour Down Under and my pre-

season training included a bit of everything," Gerrans said. "There was a lot of climbing involved, a lot of explosive sprint training and it looks like I got it just right.

"This is a huge race for the team, we put a lot of emphasis on it."

International competitors were denied a stage victory, with Australians Ewan, Gerrans, Jay McCarthy (Tinkoff) and Richie Porte (BMC) sweeping the pool over six days.

Unbeatable

Gerrans finished ahead of Porte on the general classification with Colombian Sergio Henao (Sky), McCarthy and 29-year-old neo-pro Michael Woods (Cannondale) rounding out the top five.

Although Porte bemoaned the eight seconds he lost to Gerrans after getting caught on the wrong side of a split on stage four, he added: "I don't think Simon was beatable, he was incredible here."

Sprinter Caleb Ewan also won two stages for Orica to ensure one of the team's most important weeks of the season was a success.

"We were definitely the most complete, motivated and strongest team and we wanted it more than any other team and that's the difference," said DS Matt White.

Nonetheless, the event's field lacked the depth of previous years, which was an ongoing talking point throughout the race.

UCI president Brian Cookson addressed the matter during a visit stating the tour might be a victim of its own success in that it's now very difficult to race and win.

"Some riders prefer a lower-key start to the season," he said. "What we're trying to do with the reforms of the WorldTour is understand that a little bit more clearly and make sure we do get the best riders in as many of the best events as possible."



Blythe's Tinkoff debut bodes well

Adam Blythe set a fine tone for the rest of the season in his first race with new team Tinkoff at the Tour Down Under.

The 26-year-old was in the mix in bunch sprints (placing fifth on stage one and fourth in the Adelaide finale, despite largely getting by without a lead-out) and helped to assist team-mate Jay McCarthy to a stage victory, stint in the leader's jersey and fourth overall finish.

"There's a few more steps to build on but it's going well," Blythe said of

his sprint. "[It's the] first race of the season, I keep having to remind myself Christmas was only three weeks ago."

Blythe transferred to Tinkoff after a season with Orica-GreenEdge and says he is comfortable despite having only sports director Sean Yates as a compatriot there.

"I've got a clear programme ahead of me so I know what I'm going to do here, which is quite nice," he said.

"You're always more comfortable if your condition is better and I think I'm going better now than I was last

year so I'm happy."

Twenty-three-year-old McCarthy took the responsibility of race leadership in his stride, producing his best career result to date.

"I knew I was in good shape and the team were giving me confidence before it started that I could go for an overall result," he said. "I'm happy with how I performed here and hopefully I can gain some experience from being a leader here and some confidence to know I should have some chances in the future as well."

4

Number of stage wins "home team" Orica-GreenEdge took

9 sec

Simon Gerrans's winning margin was the highest of his four race wins

2002

The last edition the Australians won all the stages

19

Age of youngest rider, Uni-SA's Lucas Hamilton

134

Number of finishers, from the 140 starters

37°C

Temperature during stage one, the hottest of the race



Gerrans: judged his pre-season training well

Result

Stage one: Prospect > Lyndoch, 130.8km

Winner: Caleb Ewan (Orica-GreenEdge)

Having won the race's prelude criterium, 21-year-old Ewan beat Mark Renshaw (Dimension Data) and Wouter Wippert (Cannondale) in a bunch sprint.

Stage two: Unley > Stirling, 132km

Winner: Jay McCarthy (Tinkoff) McCarthy pipped Diego Ulissi (Lampre-Merida) at the end of a short uphill finish to take both the stage win and leader's jersey, something Tinkoff sports director Sean Yates described as "double bubble".

Stage three: Glenelg > Campbelltown, 139km

Winner: Simon Gerrans (Orica-GreenEdge)

Gerrans recovered from a crash the previous stage to claim line honours from defending champion Rohan Dennis (BMC) in a reduced group sprint, and the race lead too.

Stage four: Norwood > Victor Harbor, 138km

Winner: Simon Gerrans (Orica-GreenEdge)

In another reduced bunch sprint, this time after a technical run-in, Ben Swift (Sky) just missed out on beating 35-year-old Gerrans, who was guided perfectly by lead-out man Daryl Impey.

Stage five: McLaren Vale > Willunga Hill, 151.5km

Winner: Richie Porte (BMC) BMC's new signing Porte claimed a third win in as many years atop the race's famed climb after a trademark attack in the last kilometre that Sergio Henao (Sky) could not match.

Stage six: Adelaide circuit race, 90km

Winner: Caleb Ewan (Orica-GreenEdge)

Ewan ducked and weaved between wheels to position himself nicely, then opened his sprint from Ben Swift's wheel to win easily ahead of Mark Renshaw and Giacomo Nizzolo.

Final GC

Winner: Simon Gerrans (Aus)

Orica-GreenEdge 19:11.33; 2, Richie Porte (Aus) BMC Racing at 9sec; 3, Sergio Henao (Col) Team Sky at 11sec; 4, Jay McCarthy (Aus) Tinkoff at 20sec; 5, Michael Woods (Can) Cannondale at st; 6, Ruben Fernandez (Spa) Movistar at 28sec; 7, Domenico Pozzovivo (Ita) AG2R La Mondiale; 8, Rafael Valls (Spa) Lampre-Merida at 36sec; 9, Steve Morabito (Sui) FDJ at 49sec; 10, Patrick Bevin (NZI) Cannondale at st.

Cyclo- cross

Sunday, January 24

Yorkshire Points Series round 8
(Defence School of Transport, Leconfield):

Seniors: 1. Billy Harding (Oldfield-Paul Milnes) 43.24; 2. R. Thackray (Oldfield-Paul Milnes) +1.34; 3. B. Cooper (Hargroves Cycles) +1.54; 4. G. Fox (Paul Milnes Cycles); 5. G. Bird (Pedalsport CC); 6. R. Crabtree (Pedalsport CC); 7. J. Williams (VCUK); 8. S. Young (Pedalsport CC); 9. S. Macini (Aurelius Cycles); 10. I. Cliffe (Ilkley CC).
Veterans: Matt Wilson (Mountain Goat Coaching)
Women: Sophie Thackray (Oldfield-Paul Milnes)
Under-16 boys: Jenson Young (Pedalsport CC)
Under-16 girls: Ava Oxley (VCUK-PH Mas)

North East Series round 12
(Hetton Lyons, Sunderland):

Seniors: 1. Tony Fawcett (Vieri Velo) 58.07; 2. S. Wearmouth (MTS Cycle Sport) +3.44; 3. J. Edmond (Mountain Goat Coaching) +5.17; 4. I. Lee (RAF CA) +6.35; 5. D. Penfold (unattached) +6.56; 6. S. Lee (Derwentside CC); 7. C. Burns (Cestria CC); 8. J. Raw (Hambleton RC); 9. R. Honour (MTS Cycle Sport); 10. B. Ward (EMC).
Under-23s: James Edmond
Veterans: Keith Murray (Scott Racing)
Juniors: Thomas Mein (Derwentside CC)
Women: Nicola Davies (Beacon Wheelers)
Under-16 boys: Oliver Draffan (Derwentside CC)
Under-16 girls: Olivia Bent (Border City Wheelers)

London League round 14
(Redbridge circuit, Essex):

Seniors: 1. Jonathan Dennis (Hackney GT) 54.32; 2. J. Flury (Vicious Velo) +3.56; 3. J. Waddington (unattached) +4.19; 4. C. Joy (Adelta) +5.52; 5. H. Wood (unattached) +6.04; 6. G. Record (Active) +10.00; 7. J. Wakelin (Bowlphish Bontrager) +10.25; 8. S. Kain (Brighton Excelsior) +1 lap; 9. D. Reese (Dulwich Paragon) +1 lap; 10. G. Whittington (Southborough and District Wheelers).
Junior: Joseph Mulligan (VC Londres)
Veterans: Andy Taylor (C&N Cycles)
Woman: Laura Greenhalgh (Imperial RT)
Under-16 boys: Titouan Barthelemy (Dulwich Paragon)
Under-16 girls: Emily Ashwood (WWE World Racing)

Lincolnshire League round 15
(Abbey Farm, Bardney):

Seniors (handicap): 1. Sam Bradley (Boston Wheelers) 1:08.44; 2. R. Lister (Team WNT) +3.14; 3. G. Thompson (Sleaford Wheelers) +5.38; 4. M. Preston (VC Lincoln) +7.09; 5. H. Hayes (Arrow Cycles) +7.10; 6. P. Jaswikowski (Bourne Wheelers); 7. B. Robinson (VC Lincoln); 8. E. Burkett (Lincoln Wheelers); 9. J. Armstrong (VC Lincoln); 10. C. Jackson (Arrow Cycles).
Veterans: Rick Lister
Over-50s: Jon Clarke (Lincoln Wheelers)
Under-16: Samuel Hawes (Sleaford Wheelers)

Eastern League round 18 (Trinity Park, Ipswich):

Seniors: 1. Grant Martin (Elmy Cycles RT) 1:03.52; 2. S. James (Renvale RT) +0.40; 3. L. Manser (Sussed Out Suspension) +0.58; 4. J. Madgwick (Hackney GT) +5.16; 5. M. Parry (Welwyn

Wheeler CC) +6.40; 6. P. Atkinson (Bikesoup Test Team) +1 lap; 7. K. Jarvis (St Ives CC) +1 lap; 8. S. Herrod +1 lap; 9. T. Doe (VC Norwich) +1 lap; 10. W. Warren Cycle Lab +1 lap.

Women: Sophia Chastell (Kinetic Cycles)

Veterans 40-49: Shaun Aldous (Renvale RT)

Veterans 50+: Dave Copland (Ipswich Bicycle Club)

Under-16 boys: Cameron Hurst (VC Revolution)

Under-16 girls: Elspeth Grace (Welwyn Wheelers)

Road racing

Saturday, January 23

Odd Down Winter Series round 5
(Odd Down circuit, Bath):

2, 3, 1. Miles Burton (Bath Cycling Club); 2. G. Turner (Performance Cycles); 3. J. Champken (VC St Raphael); 4. S. Barnett (DRK Racing); 5. F. Carr (University of Bath Cycling Club); 6. O. Yates (Somerset RC); 7. R. Hardyman (North Hampshire RC); 8. J. Plumb (Velo Club Venta); 9. L. Nolan (Cycology Sunrise); 10. R. Witchall (Radeon-Bike Science RT)
Women: 1. Jo Tindley (Team WNT); 2. M. Whitehurst (Radeon-Bike Science RT); 3. C. Clarke (Team WNT); 4. A. Fenwick (Velo Club Venta); 5. H. Larbalestier (University of Bath CC); 6. L. Burgess (Radeon-Bike Science RT).
4: 1. Troy Mills (VC St Raphael); 2. T. Troughton; 3. F. Broadway (Frome and District Wheelers); 4. D. Plemming (University of Bristol CC); 5. R. Evershed (Cheltenham and County CC); 6. E. Collyer (Radeon-Bike Science RT).

East London Velo Winter Series round 3
(Redbridge circuit, Essex):

1, 2, 3: 1. Gabriel Fowden (Cambridge CC); 2. T. Torrie (Lee Valley Youth CC); 3. T. Easley (Team ASL 360); 4. G. Garner (Easterly RC); 5. P. Christopher (Zappi's Racing Team); 6. H. Bradbury (Cambridge University CC); 7. J. Gales (Dulwich Paragon CC); 8. C. Peck (Chelmer CC); 9. D. Mitchinson (Cycle Club Ashwell); 10. M. Parry (Welwyn Wheelers)
4: 1. Tom Percival (Regents Park Rouleurs); 2. C. Cheung (Cycling Club Hackney); 3. J. Blight (Rapha Cycling Club); 4. J. Driver (Sunday Echappee); 5. A. Ainger (Sunday Echappee); 6. J. Curzon (London Phoenix); 7. M. Wilkins (Dulwich Paragon CC); 8. G. Quigley (Dulwich Paragon CC); 9. P. Willan (Cambridge CC); 10. A. Vartanarian (unattached).

Full Gas Winter Series round 11
(Lee Valley, London):

Men E, 1, 2, 3: 1. Daniel Cooper (VC Londres); 2. J. Lowden (Team ASL360); 3. G. Mew Jenson (VC Londres); 4. B. Purbrook (London Dynamo); 5. R. Visser (Danny Shane - Storck Racing); 6. C. Barnett (WyndyMilla); 7. J. Trejos (VC Londres); 8. L. Kirby (Catford Equipe Banks); 9. H. Fletcher-Cooney (All Terrain Cycles); 10. S. Woodfield.
Women E, 1, 2, 3, 4: 1. Suzetta Guerrini (Team Footon Velosport); 2. L. Swan (Cycle Club Ashwell); 3. M. Patch (CC London); 4. A. Carter (Kinetic Cycles / Welwyn Racing); 5. A. Speake (Islington Cycling Club); 6. L. Kerr (London Phoenix CC).
Men 4: 1. Chris Hollis (Maillet Noir); 2. O. Blandy; 3. J.D. Bowden (Peterborough CC); 4. S. Berman (In Gear Quickvit Trainsharp RT); 5. R. Llewellyn (CC Hackney); 6. C. Johnson (Islington CC).

Fawcett emphatic at North East Series showdown

Snowdon Sports

Tony Fawcett (Vieri Velo) needed to finish ahead of his rival Stuart Wearmouth to win the overall North East Series at Hetton Lyons Country Park near Sunderland on Sunday — and he did it in style, storming to victory over his rival by almost four minutes.

Elsewhere, Jonathan Dennis (Hackney GT) added another win to his tally in the London League at the Redbridge circuit in Essex.

The 27-year-old coped well with a challenging circuit and thick mud to finish 3.56 ahead of James Flury (Vicious Velo) in second.

Also taking a solo victory

was Billy Harding (Oldfield-Paul Milnes) who won the final round of the Yorkshire Points Series at Leconfield by more than a minute and a half.

In road racing, Gabriel Fowden (Cambridge CC) took victory in round three the East London Velo Winter Series, ahead of Timothy Torrie in the Redbridge circuit race in Essex.

Miles Burton (Bath CC) claimed victory in the fifth round of the Odd Down Winter Series to make it three wins for the series, with Graeme Turner (Performance Cycles) finishing second and Jo Tindley (Team WNT) triumphing in the women's race.

Snowdon Sports supply domestic results and reports to Cycling Weekly. Please send your information to results@snowdons.co.uk or call 0114 232 5555 and we will do our best to include them in our expanded racing section.

Custom Team & Club Kit

100% Made in Italy
100% Italian materials
Free design service
60 Day turn around

www.aleclothing.com
alecustom@paligap.cc

Cycling Weekly has teamed up with some of the UK's finest online cycling retailers to bring you Deals of the Week. All items featured are at special knock-down prices.
For more information on these great offers visit www.cyclingweekly.co.uk/deals-of-the-week

SPECIALIZED
ELITE STORE WEBSTERS CYCLES
www.mailordercycles.com



CINELLI Experience Frame / Carbon Forks
RRP £499
Websters Cycles offer price £299



Specialized S-Works Roubaix SL4 Frameset RRP £2600
Websters Cycles Sale Price £2000



Specialized S-Works Prevail Helmet RRP £160
Websters Cycles Sale Price £99



M-Part Torque Wrench RRP £49.99
Websters Cycles Offer price £35.99



STAGES CYCLING Power Meter G2 - Ultegra 6800.
Websters Cycles offer price £599
Free pair Shimano Ultegra Carbon Spd-SL pedals

bike
factory
www.thebikefactory.co.uk



Pinarello Marvel T2 105 2015
Was: £2649.99
Now: £1499.99



Pinarello Rokh 105 Carbon Road Bike
Was: £2699.00
Now: £1999.99



Pinarello Gan S Ultegra 2016 Model
Was: £3299.99
Now: £2999.99



Raleigh Militis Comp 20 Speed Double 2014
Was: £1499.99
Now: £999.99



Specialized Tarmac SL4 2014
Was: £1299.99
Now: £899.99

To advertise in Deals of the week
please call the



team on

020 3148 2695

HOW TO BOOK YOUR PRIVATE ADVERTISEMENT WITHIN CYCLING WEEKLY & ON

www.cyclingweekly.co.uk

Visit

<http://classifieds.cyclingweekly.co.uk>

Click on Buy & Sell and Bikes & Gear For Sale and follow the steps.

Advertisements will appear online for 28 days and in the next
available 2 issues of the magazine.

PRICES FOR ADVERTISING

- ❑ Used bikes over £1,000 (£25 per ad)
- ❑ Used bikes under £1,000 (£20 per ad)
- ❑ Accessories (£20 per ad)
- ❑ Wheels (£20 per ad)

- ❑ Collectors' items (£20 per ad)
- ❑ Frames (£20 per ad)
- ❑ Tandems & tricycles (£20 per ad)
- ❑ Wanted (£20 per ad)

Deadline for advertisements is Thursday mid-day
for the following Thursday's edition (not inc. Bank Holidays).

Please note that these rates are for private advertisers only.

Trade advertisers please call 020 3148 2507

USED CYCLES



RALEIGH ZENITH Fern green, Renolds Superlite 501 tubing, 10 speed, weinann wheels made in Belgium, weinann brakes, suntor derailleur; see pictures as still got original brake pads and even original inner tube that have no flats. Very lightly ridden. Has minor scuffs and minor surface rust pips only. Old showroom tyres that are not to be ridden on so continental gatorskin types brand new included. I also have the original pump. Original reflectors wheel and frame and have pictures if need to see. Also the original gold mudguards in great condition with pictures the rear deflector still in place. A quality vintage bike for sale. Rear spokes need tightening. Wheel is not buckled. £169. Greater Manchester. Tel: 07751 666017. Email: duncanthorman@hotmail.com 28/1

FONDRIST REVERSO RACING BIKE aluminium frame, ultegra group set mavic ksyrium wheels immaculate condition. £400. Co Durham. Tel: 07581 259984. Email: neillaw1@hotmail.com 4/2



TREK Speed Concept TT bike womens S/M frame (52cm) 70 Immaculate condition Bontrager 700 CC wheels, built in ANT cadence sensor SRAM gearset, 50/34 crankset. £1600. Wisbech. Tel: 07715 977255. Email: runningirl75@gmail.com 28/1



TREK DOMANE 5.2 Brilliant winter bike for the British roads. Carbon frame Full front & rear mudguards Full Shimano Dura-Ace drivetrain 3T stem & handle bar Internal cabling Size - 5. £900.00 ono. St Albans. Tel: 07793 123133 Email: jamesduveen@gmail.com 28/1



SPECIALIZED Bought this bike brand new last summer for £1,200 from Bromley Bike Company. My situation has changed in that I used to commute to work by bike but I now work from home, so I no longer need such a high spec bike. The bike is virtually new, I have done about 500 miles on it and it was recently serviced. I have had mudguards professionally fitted so this is ready to go whether you're a commuter or a leisure rider. The bike comes with 6 months warranty. £600. Bromley, BR1. Tel: 07545 583575. Email: andyblake@gmail.com 28/1



FULL CARBON QUEST branded road / Time Trial cycle Model "Carmen" frame size 55cm Full campagnolo Centaur 20 speed groupset Profile carbon time trial bars / with bar-end shifters 700c Mavic cosmic carbon SL wheelset Paneracer extreme evo2 tyres Look pedals Carbon Sel-cof micro adjust seatpost Quest carbon bottle cage Immaculate Condition. £1300. Chiswick. Tel: 07903 578973. Email: tommycameron10@hotmail.co.uk 28/1



CONDOR Tempo Single-speed/Fixed gear. Size 54cm C-C, mostly Miche & Condor 60th anniversary parts, complete with mudguards and rack. Used for some commuting but in as-new condition. £495 ono. High Wycombe. Tel: 07563 250380. Email: rhys@the-lewises.net 28/1



CANNONDALE CARBON CANNONDALE SUPER SIX DURA ACE ELECTRIC POWERED BIKE USED ONCE LESS THAN 50 MILES NEW CONDITION WAS £6000 NOW £3200 COMES WITH SPARE NEW MAVIC FRONT WHEEL SO YOU CAN REMOVE ELECTRICS AND STILL HAVE A L TOP CLASS RACING BIKE. Loads of extras. Please call or email for further details. £3200. MANCHESTER. Tel: 07709 594332. Email: johndaly1@outlook.com 28/1



LITESPEED The frame and original forks are in superb condition. Rebuilt 58cm Litespeed Tuscany with brand new: 11 speed ultegra Groupset Thomson masterpiece seat post Ritchey carbon stem Selle Italia flite flow saddle with titanium rails. Fulcrum racing quattro wheels. Deda bars. Continental Grand Prix 4000s II tyres. Total weight 7.9kg. Regarding any questions please do not hesitate to contact me. £1800. Crewe. Tel: 07846 772014. Email: martyn@teccti.com 28/1



DOLAN FXE frame 56cm (Dolan site for dimensions) Black Gloss. Excellent condition. Frame/Components less than 200 miles use. Wheels/Chainset 1000+ miles use. Absolute bargain at price. No pedals. Buyer collects. £350. Borehamwood. Tel: 07944 406846. Email: jedwards49@hotmail.co.uk 28/1



PINARELLO FP3 Full Carbon Fibre - 56cm Campagnolo Centaur Groupset with 50/34 Chainset & 12-29 Cassette. Mavic Cosmic Carbon SLS 52mm Clincher Wheels (Alloy braking surface), Carbon Fibre Handlebars, Stem, Seatpost & Bottle Cages, Cateye Computer. Prologo Zero II PAS Tirox Saddle, Shimano 105 pedals. Absolutely immaculate condition £1,600 ono. Cheshire. Tel: 07748 845315. Email: andylomax@talktalk.net 4/2



GIANT TCR 2 Composite Full Carbon Road Bike mixed group set Shimano 105/Ultegra Lovely Oversize Handlebars Upgraded Wheels Fulcrum Quattro 2015 sealed bearings new pedals compact chainset 50/34 10 Speed very light and responsive bike excellent cond. £1000. Ferndale. Tel: 07585 550778. Email: Nigelwilliams17@icloud.com 4/2

USED CYCLES



DOLAN HERCULES SL 48cm (I,am 5ft 9") 2013 full carbon, sram rival 10sp crank 50 / 34 cassette 28/ 12 mavic askium wheels , 3T bar / stem dry miles only, no pedals. £750 ONO. Bucks. Tel: 07745 978206. Email: david.wrighton@hotmail.co.uk 4/2



DOLAN TRACK BIKE Pre Cursa. 46cms. Aluminium. Very light. Gloss Black. Excellent condition. New cranks, spider, chainring, chain and rear sprocket. Schwalbe Blizzard Sport tyres as new. Navigator Pista R. Wheel, Planet X Strada bars, Alpina forks and seat post. Choice of saddles available. Pedals not included. Bargain bike for track beginner. This bike has only been ridden a few times since being bought as the rider is now exclusively a "roadie". More photos available.£200. Blackburn, Lancs.. Tel: 07419 379450. Email: m.j.rawsterne@open.ac.uk 4/2



CANNONDALE SYNAPSE HI MOD SRAM RED About 3 years old. I'm based in Italy so no longer use the bike. Carbon frame, Sram red, Bontrager race wheels. Good condition with signs of wear. Extra lower gear added. Can be viewed in Hythe Kent. £950. Tel: 0039 3337464121. Email: clivewisbey@mac.com 4/2

COLLECTORS ITEM



VINTAGE CLAUD BUTLER 1960S MINT CONDITION. Reynolds 531 with Nervex lugs. Refurbished in 1987 dry stored since and unused a few minor storage marks, very rare in this condition. Top tube c-c 22 1/2, seat tube c-top 23 inches 120mm rear spacing. Viewing welcome, I can e.mail more photos if required. Cash on collection or will courier for £25 UK mainland, elsewhere please ask. £175. Surrey. Tel: 01372 383199. Tel: richard_print@yahoo.co.uk 4/2

FRAMES



ONLY BOUGHT IN JULY AND HARDLY USED absolutely great condition only selling as cannot afford to keep so reluctant but sadly necessary open to offers comes with spare TI dropout hope bb and seat stem. £2300 new. £1600. Haslemere, Surrey. Tel: 07595 992756. Email: Christianbenneyworth@yahoo.co.uk 4/2

FRAME RESTORATIONS

ATLANTIC BOULEVARD. Paint finishes for Steel, carbon and alloy frames. Repairs, alterations, chrome. Specialists in vintage and modern transfers. 24hr Collection service. Tel: 0161 762 0456 8am - 8pm. ww.w.atlantic-boulevard.co.uk www.bicycledecals.net 19/3

toc Cycle Frame building, restoration, modernising and professional re-spray Coventry 024 76 450020. www.tocycle.co.uk 5/2

CYCLE JUMBLES

GLENDENE CYCLING CLUB Navestock Knockout. Saturday 13th February. 9.30am. Village Hall, Navestockside CM14 5SD. Free parking. Entry £1. Refreshments. Contact Gerry 01708 688618 Email g.harrington@mosco.co.uk 4/2

WANTED

RACING BIKES 1930-1970. Quality makes and fancy designs like Hetchins, Ephgrave, Paris, Thanet, HR Morris and other makes wanted. Any condition, even just frames. vintage NEW cycle shop stock also needed Private collector. Call with details. Collect anywhere Tel: 07739 775810 26/11

EYEWEAR

PRESCRIPTION CYCLING SPECTACLES £89.00. 5 Interchangeable Tinted lenses incl. Polarised. Designed/Manufactured by Opticians. www.cyclingspectacles.com Eye Society 01827 52526 / 07899 818918 Chris@eyepod.net 3/9

ENAMELLERS & PLATERS

VAZ FINISHES High quality resprays from £60 and frame repairs. London SE13 6SP Tel: 020 8852 0711 or 07956 314216 Mob. 5/2

HOLIDAYS

POLLENSA CYCLING MALLORCA. Quality road bike hire. Your safest option. We are professionals. Make the booking online www.pollensacycling.com 26/12

PUERTO POLLENSA / MALLORCA Bike hire, repairs and Airport Transfers. Big selection on road/MTB hire from 12€ per day. Bookings: www.2gocycling.com. Tel: 0034 971 86 40 59. 3/12/15

ALPE D'HUEZ self-catered, catered, B&B, spectacular scenery, family friendly. 0033 4 76 80 36 58 www.lechateaudoz.com 26/2

HOLIDAYS

CYCLE HAME. French Alps road bike holidays. Experienced, friendly team providing accommodation, meals, guiding, vehicle support. TdF / Marmotte options available. 01875 320157 www.cyclehame.co.uk 8/10

PLANNING YOUR NEXT YEAR'S CYCLING CHALLENGE OR TRAINING CAMP? We specialise in custom built trips for as few as 4 people and up to 30. Hand-picked hotels, full rider support and back up based in the Alps and Dolomites. We also offer Tour de France trips and the iconic Raid Alpine from Geneva to Nice. Email: sales@alpinechaingang.co.uk 10/9

MALLORCA 2016. Jan & Feb Special offer from £295pp. March & May from £325pp. Half-board. Return transfers, guided rides. Based on 2 sharing. Singles available. www.stuarthalcyling.co.uk Email: stuart@stuarthalcyling.co.uk Tel: 07801 914929 10/12

Celebrate the TOUR DE YORKSHIRE in style with YORKSHIRE VELO TOURS 29TH April - 1st May. Fully supported rides, watch the race on 2 days, luxury accommodation, excellent local dining, 3 night all inclusive package. £529 Twin/double. Visit www.yorkshirevelotours.com 28/1

TRANS PYRENEES TOUR. June 2016. Fully escorted 8 days, 800km, 20 cols. For full itinerary email beapotts@hotmail.co.uk or call 00 33 561 649 065. www.cyclepyrenees.com 19/11

ALPE D'HUEZ Valley. B&B/HB 1-9 Person. Plus SC house max 6. Stunning location, with guide. See www.chalet-michelle.com or call 07981 286886 3/12

CORREZE CYCLING. MASSIF CENTRAL. France. High quality catered accommodation with pool. Wonderful cycling on traffic free roads. Tel: 00 33 555 271 301 www.correzecycling.com 26/11



European Bike Express

3 Newfield Lane South Cave, HU15 2JW

Hassle free travel across Europe for you and your bike. Join the thousands of cyclists who have discovered that European Bike Express is the best way into Europe.

- Online booking
- Club Class Coaches with custom built trailers
- Weekly departures with 4 routes to 25 destinations in France and Spain from 17 UK pick up points
- Departures for Semaine Federale and Tour de France
- Fixed Base Holiday with excellent cycle routes in Rosas, Spain are also available
- 50% child discounts available on specific July/August departures

2016 BROCHURE AVAILABLE

www.bike-express.co.uk Tel: 01430 422111 Fax: 01430 422877

Join and get one month FREE

velodating.com



For Free Legal Advice Call
0800 093 6313
or email info@cycle-claims.co.uk

Contact our cycle accident lawyers with over 28 years experience

- Recommended by over 750 independent cycle shops
- Repairs and replacement from your local shop.
- Full market value of your cycle including upgrades.
- Access to specialist sports physiotherapists
- No Win No Fee

"After a serious 'off' left me with facial scarring and a broken collarbone, I was devastated. As a competitive cyclist and bike fitter my world was shattered. KLS were recommended by a fellow club cyclist and they have been fantastic. They promptly sorted out my (very expensive) bike claim and agreed specialist sports physiotherapy for me. A genuinely cycle-friendly firm."

KIERAN BLAY (RIDES A SWIFT ULTRA VOX) ACCIDENT 11/02/15

Members of the Law Society Personal Injury Panel. Authorised and Regulated by the Solicitors Regulation Authority no. 496029



NEW YEAR OFFER

20% OFF*

Cycle Insurance when you
sign up to Velosure

*Offer ends 29th Feb

INSURE TODAY

0800 083 3035

enquiries@velosure.co.uk

QUICK ONLINE QUOTE
www.velosure.co.uk

Velosure is a Trading Style of Lawfield UK Ltd (No. 30905522). Registered in England & Wales at 850 Hill Court, Lakeside Drive, Cleeve Park, Warrington, Cheshire. WAT 191.
Authorised and Regulated by the Financial Conduct Authority

CYCLE ACCIDENT?

GET ADVICE FROM THE EXPERTS

Alyson France & Co. Solicitors

Developed by a cycling solicitor
to provide a specialist service,
with in-depth knowledge of the
issues affecting cyclists

For free initial advice no obligation
call 0151 348 4400 or
e-mail enquiries@bikeline.co.uk

NO WIN NO FEE

Alyson France & Co. Solicitors
125 Brimstage Road, Heswall, Wirral CH60 1XF

Member of the Law Society Personal Injury Panel
Authorised and regulated by the Solicitor's Regulation Authority
No. 287787



BIKELINE
www.bikeline.co.uk

Prize worth
£1000

WINE

A selection of Nederburg 56 Hundred wines,
a new road bike* and tickets to the London Bike Show



In association with



South Africa's most
awarded wine.

Proud sponsors of
Team Dimension Data,
participant at Le Tour
De France 2016.

Nederburg, South Africa's most awarded wine brand is proud sponsors of Team Dimension Data, who will be representing Africa in Le Tour de France and 150 days of competitive cycling.

To celebrate their partnership with Nederburg, Cycling Weekly is offering one lucky reader the chance to win a fantastic prize, perfect for any bicycle enthusiast!

The prize, which is worth £1,000, includes four tickets to the London Bike Show, as well as a road bike to keep you motivated and on track with your cycling this year. We'll also throw in a selection of Nederburg 56 Hundred wines!

For your chance to win simply go to
www.cyclingweekly.co.uk/competitions

The competition closes 4th February. For full terms and conditions visit www.cyclingweekly.co.uk/competitions

*the image is for representative purposes.
The prize bike will be of similar value to the bike pictured.

Cycling
WEEKLY

Dr Hutch

The Doc takes a break from home-working to go for a ride — big mistake

doctorhutch_cycling@timeinc.com



At the moment both Mrs. Doc and I work from home. The two of us being around the house all the time makes it like a rehearsal for retirement. She's better at the *Countdown* conundrum than me, while my exhaustive knowledge of the periodic table and the political geography of Africa means I can boss *Pointless*. It's not unpleasant.

Like most retired couples, we maintain a passive-aggressive frisson. On a crisp, sunny January morning recently I announced I was off for a ride, on the basis that, "I don't claim to understand the sophisticated work you do, and I'm sure I wouldn't be clever enough to do it, but I know that for a simple man like me, inspiration often comes from a nice ride in the country on a nice day."

And out the door I went. I realised after about 20 seconds that I was wearing a layer too few — it was colder than I'd expected. But since the whole point was to rub in just how nice it was outside, clearly I wasn't going to go back. I decided I'd ride a little harder.

Ten miles in, I punctured. Which was irritating, but I accepted that my (rather excellent) passive aggression earlier meant my karma was in deficit, and all this was doing was re-establishing the cosmic balance. Also, there was absolutely no need to admit it had happened when I got home. Indeed the sentence, "I know I was a little longer than usual — I thought I'd do a couple of extra miles, it was so nice," was already forming.

As I stood shuffling my hands round the tyre looking for the

cause of the puncture, I saw an approaching tractor, with one of those big cyclist-harvesting forks on the front. The driver was apparently looking up the sentencing guidelines for careless driving on his phone and coming to the conclusion that it didn't sound like the kind of thing that would scare him into looking where he was going.

I leapt out of the way and onto the verge like a gazelle in cleats, and landed in a hidden ditch like a hippopotamus in cleats. I emerged looking like one of those storks that covers its legs in mud to avoid sunburn. In cleats.

I replaced the tyre and the new tube. I reminded myself how much fun I was having.

From bad to worse

Another 10 miles or so and I felt a sponginess in the back tyre. I tried to deny it for a while, but then the rim began to bottom out. I stopped. I discovered that after the previous puncture I'd omitted to zip up my saddlepack. My tyre levers, my repair kit, and a very chic multi-tool had been distributed somewhere between here and the previous puncture.

I know a thing or two, though. I write sarcastic articles on just this sort of problem. I tied a knot in the tube to isolate the hole. I stretched out the tube around the rim and put the tyre on it. I inflated the tube to about half-pressure — as much as I dared.

I set off home. The knot felt like I'd got a dead rat in there. Thunk... thunk... thunk... The mud was beginning to smell. I got colder.



"I emerged looking like one of those storks that covers its legs in mud to avoid sunburn. In cleats."



And then I got hunger knock. Complete seeing-stars, pedalling-in-squares hunger knock. Can you guess where I normally keep an emergency gel? Of course you can. Can you guess where it was now? Uh-huh.

I finally crawled home, freezing cold, just as it was beginning to

drizzle. Mrs Doc opened the door. She looked at me shivering, with my brown legs, my grey face, the weird lump on my back tyre.

"How was it?" she said.

"The worst day bike riding is better than the best day at work!" I said, brightly. And let me tell you, the effort nearly killed me.

Bad things that happen to good cyclists

Getting beaten by a doper

The increasing democratisation of the pro cycling experience has had many effects, not least among them the opportunity to get beaten by a doper at ever-less elevated levels of the sport.

Recent instances have included sportive riders, UK time trial winners,

and, notably, an Italian jazz guitarist who got a four-year ban from his cycling hobby because he forgot how to match up the right doping rules to the right bits of his life.

The first thing to note is that if someone who beats you at an event is caught doping there and then, no one will really believe it makes any difference. No one will think you'd have beaten the doper if they'd been clean. "It's not as if EPO turns a donkey into a racehorse," is a phrase you'll hear. Which is irritating, because that's exactly what it does. It's like pointing at a radiotherapy machine and saying, "It's not like it cures cancer, is it?"

In the event that the doper who beats you isn't caught for a while after the event, you can rest assured that no one will ever go back through the record books redistributing kudos. The testimony of dopers is invariably that the time they got caught was the first time they'd ever doped. For some reason everyone believes this, because, after all, why would they lie about it?



Acts of Cycling Stupidity

One of the regular complaints of road safety campaigners is the use of phrases like: "Car hits cyclist" when what they feel it ought to say is: "Driver hits cyclist".

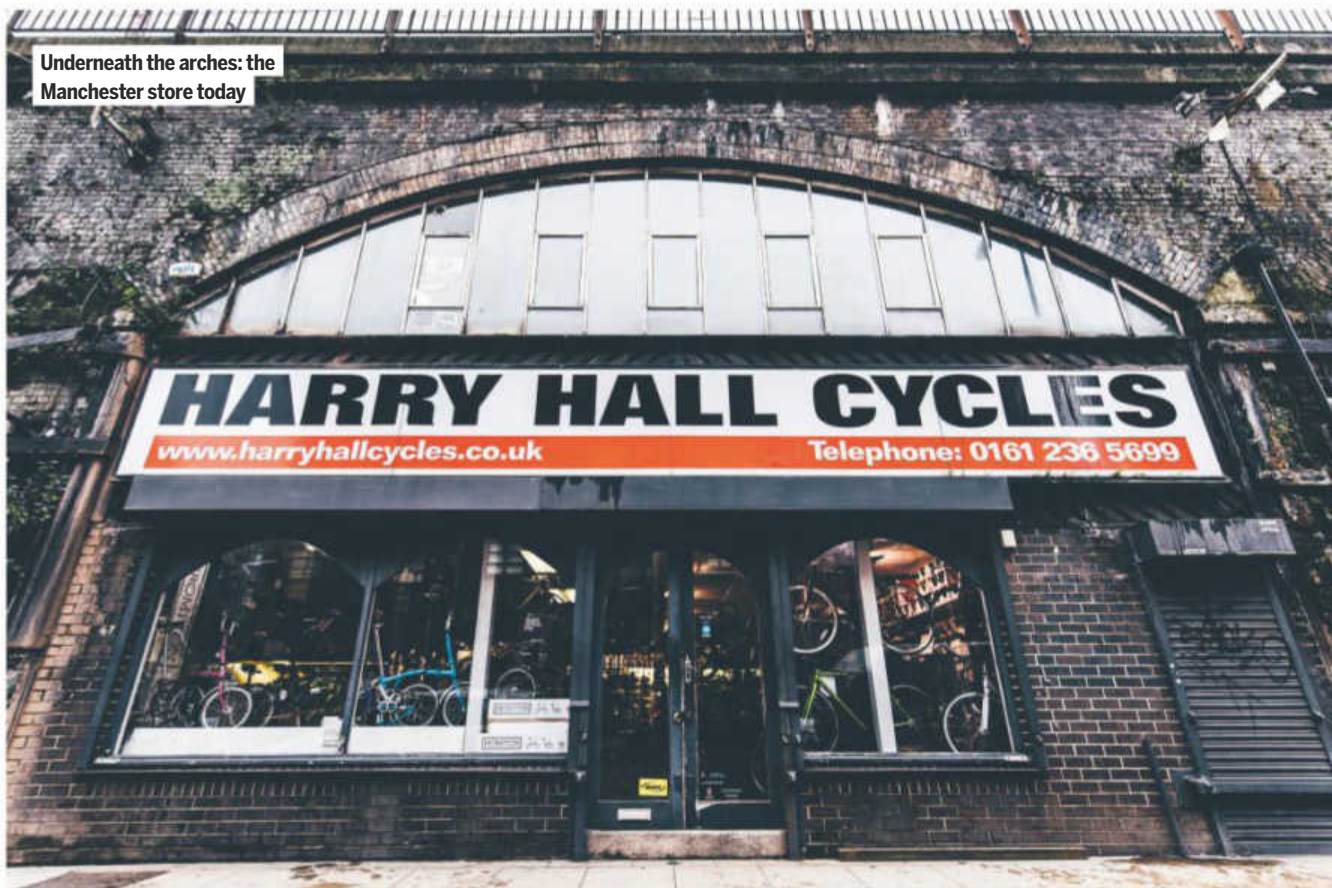
I'm not always convinced. I think the second suggests the driver got out of the car first. I'm also aware of the legal issues around "driver" rather than "car" — using the former suggests a deliberate action, when things like brake failure or a tyre blowout can't be ruled out.

I'm also pretty sure that there isn't really anyone out there who doesn't know that cars, lorries and buses have drivers.

However, I did have some sympathy when I read a headline on the BBC website during the recent floods, on a story about some schoolchildren who had had to be rescued from a bus.

"Bus ignored flood signs," it said.

Underneath the arches: the Manchester store today



Harry Hall Cycles

A stalwart of the 1970s racing scene, Harry Hall's business was built on reputation

Look at a picture of almost any early 1970s big British bike race and you'll see a red and white van behind it. More than likely there'll be a guy stood up in the adapted back clutching a pair of wheels. That's Harry Hall. Not only was he a race mechanic of note, he created one of the most respected bike shops in Britain.

London has Condor, Manchester has Harry Hall. The business, founded in 1955 by Harry and now run by his son Graham, is on Whitworth Street West. The original shop was on Gorton Road then moved to Cathedral Gate, and that's where Harry established his, and his business's, legendary reputation.

Harry Hall's was founded on old-fashioned principles. Instead of bigger premises, Hall said, "I'd just put more hooks in the ceiling." And when he discovered the walls of his cellar were made of sandstone he expanded by chiselling out extra space. "I was doing it one night and I left the door open. A policeman heard me hammering, investigated, and because there was a bank next door he thought I was trying to break in. That took some explaining."

Tom Simpson's mechanic

Hall was a good club racer and a great mechanic. As well as providing a mobile race service, he did the spanner work for many British teams, including the GB squad in the 1967 Tour de France. It was Harry Hall who reached Tom Simpson first when he collapsed on Mont Ventoux.

"He was weaving across the road then fell against a bank. I undid his straps and said: 'It's finished for you Tom.' But

he said, 'No, I must go on Harry. Do my straps.' So I did them up, and I pushed him on, then he fell again," Hall said in 1992. He admitted to feeling guilty about doing as Simpson had asked. "But what could you do? Tom was the boss, nobody in that team could tell him what to do."

Simpson's death affected Hall deeply, but he carried on, and his business grew through hard work and a novel marketing strategy. If a local rider showed promise Hall would give him a Harry Hall bike, but on the understanding that he paid for it at the end of the season. However, every time the rider got his picture in *Cycling Weekly* he earned credits at the shop, which incentivised riders like Paul Sherwen and Graham Jones to win and pay off their bikes.

Hall did less in the shop after his son took over, and used his time to start racing again, winning an age-group world road race title in 1989. He died in 2007 at the age of 78.

2015 Season Collection

Relive every fast road, epic climb and dramatic sprint of the exciting 2015 season.



ONLY £24.99
Each

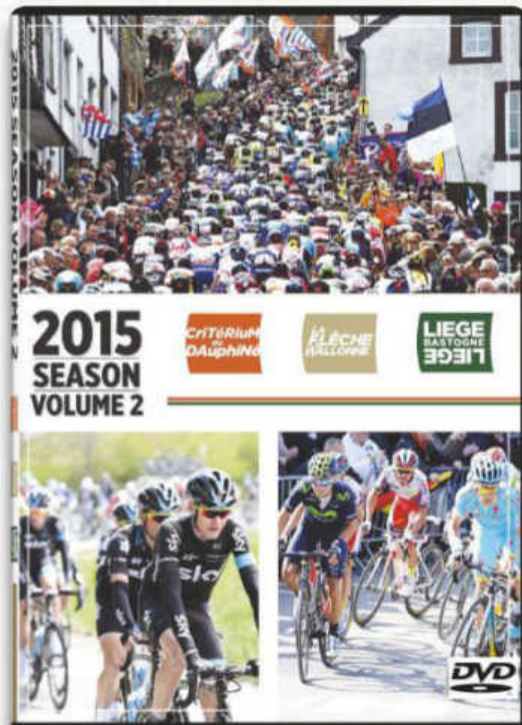


Whether it's on the cobbled streets from Paris to Roubaix, or riding the famous Liege climbs, treasure the thrills, spills and excitement of the 2015 racing season with our exclusive DVD collection.

Each Volume features some of the most famous races in today's pro cycling, including;

- Paris- Roubaix
- Paris- Nice
- Criterium du Dauphine
- La Fleche Wallone
- Liege Bastogne Liege

Each DVD volume sold separately.



All 2015 DVD's are available now from
www.cyclingweekly.co.uk/shop

DVDs/Books/T-Shirts/Accessories
Cycling SHOP
WEEKLY
020 8726 8403 www.cyclingweekly/shop

Full listings of our items are on our website www.cyclingweekly.co.uk/shop or call 020 8726 8403 (Mon-Fri, 9am-5pm) All prices exclude Postage & Packaging

DOLAN

FLUO-ORANGE

SCALA ICE-WHITE

Cycling
WEEKLY

"AT JUST UNDER £2K THE SCALA ULTEGRA OFFERS EXCEPTIONAL VALUE FOR MONEY."



RRP £3,060.00

FROM £2,499.99 **SAVE 18%**

SHIMANO
ULTEGRA Di2 6800



RRP £2,509.97

FROM £1,999.99 **SAVE 20%**

SHIMANO
ULTEGRA 6800



RRP £1,800.00

FROM £1,499.99 **SAVE 17%**

SRAM
RIVAL 2

11-14 FEBRUARY 2016
THE LONDON BIKE SHOW
EXCEL LONDON
COMPETITION BIG TICKET
10 PAIRS TO BE WON GIVEAWAY
ENTER VIA OUR FACEBOOK PAGE
JOIN US AT THE LONDON BIKE SHOW / STAND LB1218

NEON-RED

220
Triathlon

FAST, COMFORTABLE AND HEAT TOUCHES THAT COMPLEMENT THE AERODYNAMIC APPEAL OF THE FRAME MAKE THIS ONE IMPRESSIVE TRI/TRI BIKE. AND THE PRICE? BRILLIANT.

GLOSS-YELLOW

220
Triathlon

HIGH COMFORT, SUPERB HANDLING AND ALMOST UNBEATABLE VALUE IN A PACKAGE THAT, EVEN IF YOU PAID £500 MORE, YOU'D FEEL LIKE YOU WERE GETTING A BARGAIN.



RRP £1,925.99

FROM £1,499.99 **SAVE 22%**

SHIMANO
ULTEGRA 6800

L'ÉTAPE
FLUO-GREEN



RRP £1,156.98

FROM £899.99 **SAVE 22%**

SRAM
RIVAL 2



RRP £955.99

FROM £799.99 **SAVE 16%**

SHIMANO
TIAGRA

"IT'S COMFORTABLE, HANDLES BRILLIANTLY AND STOOD UP TO OVER 500 MILES IN FOUR WINTER WEATHER WITHOUT A HITCH."

93% **CYCLING**

PREFFISIO

AVAILABLE IN - ■ ■

Cycling
WEEKLY

"OUT ON THE ROAD, THE BIKE'S NEUTRAL, BALANCED HANDLING SHOWCASES RIVAL'S ACCURATE SHIFTING"



RRP £849.99

FROM £749.99 **SAVE 12%**

SRAM
RIVAL 2

CDX



RRP £1,499.99

FROM £1,199.99 **SAVE 20%**

SRAM
RIVAL 2

TITANIUM ADX

Cycling
WEEKLY **SCORE 10/10**

"THE ADX COULD WELL BE THE PERFECT ALL-YEAR-ROUND ROAD BIKE"



RRP £2,585.99

FROM £1,999.99 **SAVE 23%**

SHIMANO
ULTEGRA 6800

DOLAN
BIKE FITTING

See Website For More Details

WWW.DOLAN-BIKES.COM | 01695 581166 | UNIT 8
OLD BOUNDARY WAY, ORMSKIRK, L39 2YW

IMAGES USED FOR ILLUSTRATION PURPOSES ONLY. FOR FULL FULL SPECIFICATIONS SEE WEBSITE